2001/2002 MODEL YEAR GENERAL MOTORS CORPORATION

INFORMATION REGARDING

CONSUMER INFORMATION TRUCK-CAMPER LOADING

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CHEVROLET MOTOR DIVISION
100 RENAISSANCE CENTER
DETROIT, MICHIGAN 48265-1000

GMC DIVISION
100 RENAISSANCE CENTER
DETROIT, MICHIGAN 48265-1000

2001/2002 MODEL YEAR GENERAL MOTORS TRUCKS

CONSUMER INFORMATION TRUCK-CAMPER LOADING

Consumer Information Regulation 575.103 issued by the National Highway Traffic Safety Administration requires manufacturers of trucks capable of accommodating slide-in camper bodies to provide information concerning proper load and proper load distribution in truck-camper applications.

This Consumer Information booklet is designed to provide basic information relating to load capabilities of 2001/2002 Model Year General Motors truck models which are adaptable to slide-in camper applications. Information contained herein is applicable to the truck buyer who already owns a 2001/2002 Model Year General Motors truck or to a prospective truck purchaser.

The regulation also provides that proper truck-camper loading information is to be maintained in truck dealerships and be made available to all prospects on request. This booklet relates to the 2001/2002 Model Year General Motors truck models recommended for slide-in camper applications and is to be used as a consumer information brochure.

Product specifications or data contained herein may change periodically. When a revision of this booklet is supplied to truck dealers, it is the dealers' responsibility to make the revised information available to the public.

Chevrolet's and GMC's 1500/2500 Series (Silverado/Sierra) Full-Size Pickups feature new redesigned styling for the 1999 Model Year. Some aftermarket products may not fit in the bed of your new vehicle, such as:

- Products manufactured for 2000 Model Year and prior year Chevrolet C/K & GMC Sierra Full-Size Pickups (carryover design)
- Products manufactured for R/V models built prior to the 1992 Model Year

In addition, for the 2001/2002 Model Year, Chevrolet and GMC will manufacture 1500HD/2500HD/3500 Series (Silverado/Sierra) Full-Size Pickups that are the new design from the 1999 Model Year. Some aftermarket products may not fit in the bed of the 2001/2002 Model Year Silverado/Sierra Pickup described above, such as:

- Products manufactured for carryover and previous Chevrolet C/K & GMC Sierra Full-Size Pickups
- Products manufactured for the 1987 Model Year and prior year Chevrolet C/K/Sierra Full-Size Pickups
- Products manufactured for R/V models built prior to 1992 Model Year

For the 2001/2002 Model Year S/T/Sonoma Pickups, some aftermarket products may not fit in the bed of the pickup, such as:

- Products manufactured for S-/T-Series Pickups built prior to 1994 Model Year

Please check the compatibility of any aftermarket product you intend to install on your 2001/2002 Model Year vehicle with your aftermarket product manufacturer.

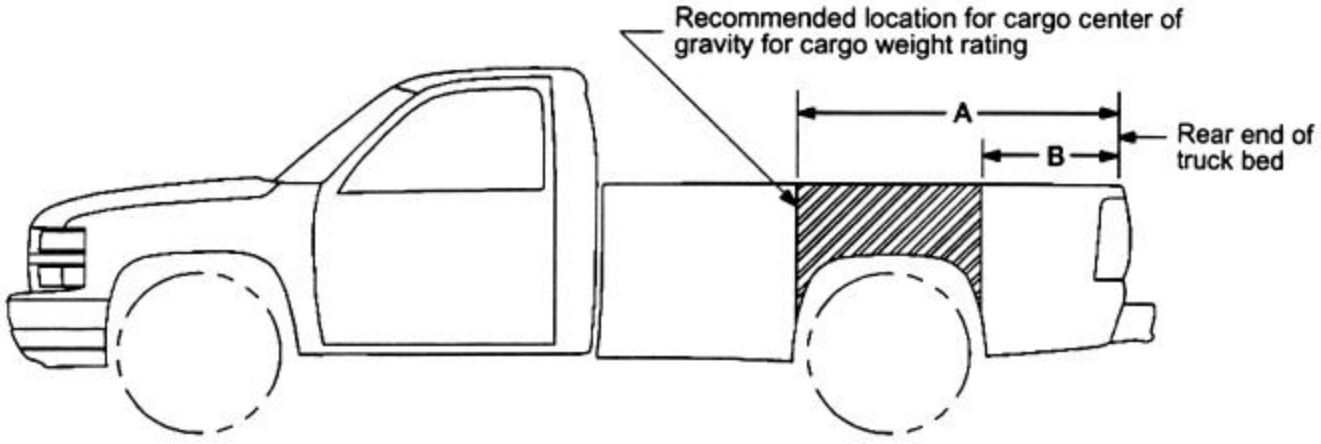
All illustrations and specifications contained in this publication are based on the latest product information available at the time of publication. We reserve the right to discontinue or change at any time, without notice, any colors, optional equipment, specification and/or body types.

TRUCK-CAMPER LOADING

Consumer Information Regulation 575.103 requires manufacturers of trucks capable of accommodating slide-in campers to specify the vehicles' Cargo Weight Rating (CWR) and the longitudinal limits within which the center of gravity for the Cargo Weight Rating should be located.

Cargo Weight Rating (CWR) – means the value specified by the vehicle manufacturer as the cargo-carrying capacity of a vehicle in kilograms (pounds), exclusive of (minus) the weight of occupants, computed as 68 kilograms (150 pounds) times the number of designated seating positions.

Longitudinal Center of Gravity (CG) Zone for CWR – The forward limit of the recommended CG Zone is determined by the application of dimension "A" measured in centimeters (inches) from the rear of the truck bed. The rearward limit of the recommended CG Zone is established by application of dimension "B", also measured in centimeters (inches) from the rear of the truck bed. The recommended CG Zone lies between these points.



Model _____ Calculated Cargo Weight Rating _____

Dimension A _____ Dimension B _____

LIMITATIONS ON RECOMMENDED CG ZONES

FORWARD LIMIT

Must not extend beyond the inside surface of the pickup box.
Must not exceed the front gross axle rating (GAWR).

REARWARD LIMIT

Must be no farther rearward than the inside surface of the pickup box.
Must not exceed the gross axle weight rating (GAWR) of the rear axle.
Must not exceed rear axle load limits below:

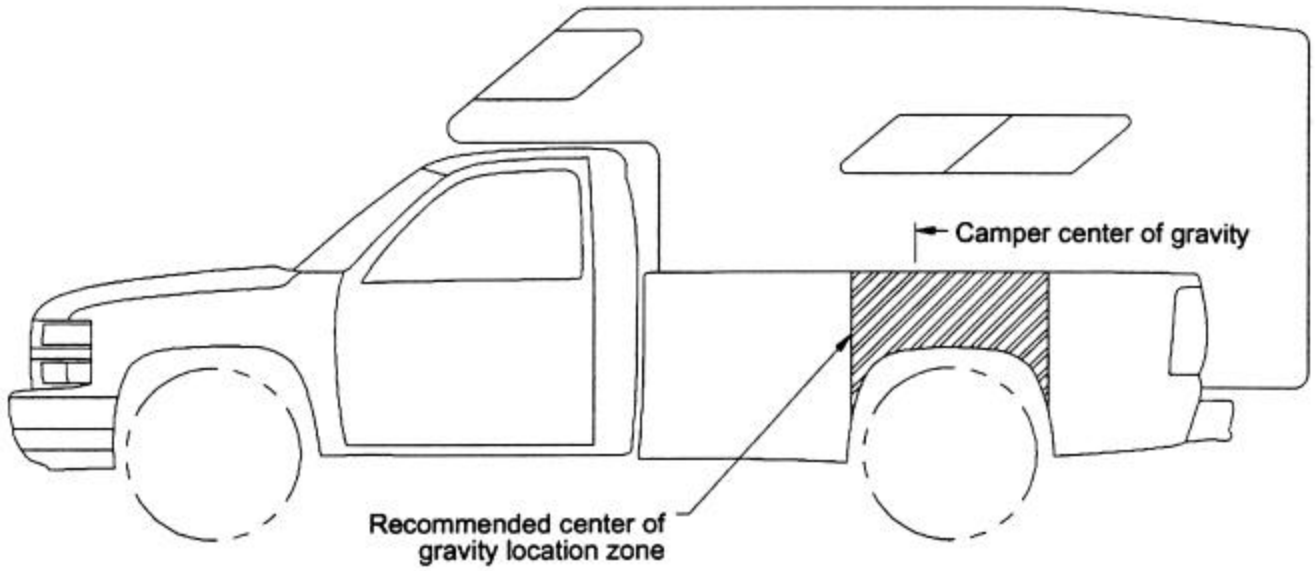
Series		Rear Axle Load Limits (% of GVWR)
S-10/Sonoma	2WD 2,086.6 kg (4,600 lbs) GVWR	63%
	2WD 2,222.6 kg (4,900 lbs) GVWR	59%
Silverado/Sierra		
1500 (regular/extended cab)		60%
1500HD (crew cab)		70%
2500 (extended cab)		70%
2500HD (regular, extended & crew cab)		66%
3500 (regular, extended & crew cab)		75%

Vehicle CG Identification – All General Motors Corporation trucks that may be suitable for carrying a slide-in camper incorporate a Truck-Camper Loading information label located on the glove box floor for Silverado/Sierra models, and on the passenger door for S-/T-10/Sonoma models. The vehicle identification number (VIN) and the as-manufactured Cargo Weight Rating (CWR) of that vehicle plus the CG limits of dimension "A" and "B" for that vehicle in centimeters (inches) are included.

Vehicle and Truck-Camper Loading are also discussed at length in the Vehicle Owner's Manual.

TRUCK-CAMPER LOADING

Loading Instructions – When the truck is used to carry a slide-in camper, the total cargo load of the truck consists of the manufacturer's camper weight figure, the weight of installed additional camper equipment not included in the manufacturer's camper weight figure, the weight of camper cargo and the weight of passengers *in the camper.* The total cargo load should not exceed the truck's Cargo Weight Rating (CWR) and the camper's center of gravity should fall within the truck's recommended center of gravity zone when installed.



Any accessories or other equipment added to this vehicle, after final date of manufacture, must be weighed or have their weight determined, and the weight deducted from the prescribed Cargo Weight Rating (CWR) of this vehicle. This may decrease the permissible longitudinal zone of the center of gravity for this vehicle.

The longitudinal center of gravity zone has been determined for the full Cargo Weight Rating of this truck. If a slide-in camper has a total weight less than the Cargo Weight Rating (CWR), the permissible longitudinal zone of the center of gravity may be larger. However, individual axle loads should not exceed either of the gross axle weight ratings (GAWR).

Secure loose items to prevent weight shifts that could affect the balance of your vehicle. When the truck-camper is loaded, drive to a scale and weigh on the front and on the rear wheels separately to determine the axle loads. Individual axle loads should not exceed either of the gross axle weight ratings (GAWR). The total of the axle loads should not exceed the gross vehicle weight rating (GVWR). These ratings are given on the vehicle certification label which is located on the left side of the vehicle, normally on the door latch post or door edge next to the driver. If weight ratings are exceeded, move or remove items to bring all weights below the ratings.

CAUTION:

The longitudinal center of gravity is only one of the many factors which may affect the overall performance of a vehicle, including handling, steering and braking. The cargo load should be distributed on both sides of the centerline as equally as possible. The recommended longitudinal limits for the camper's center of gravity are based on the assumption that the vehicle will be operated with reasonable prudence in light of all of the existing conditions. Failure to do so could result in unsatisfactory vehicle performance and could make the vehicle unsafe to operate.

In this connection, refer to any recommendations by the slide-in camper manufacturer regarding installation and loading of the camper.

TRUCK-CAMPER LOADING

DEFINITION OF TERMS

For the purposes of calculating Truck-Camper Loading in this book, listed below are some common terms and abbreviations:

Cargo Weight Rating (CWR) – means the value specified by the vehicle manufacturer as the cargo-carrying capacity of a vehicle in kilograms (pounds), exclusive of (minus) the weight of occupants, computed as 68 kilograms (150 pounds) times the number of designated seating positions.

Center of Gravity (CG) – point where the mass of a body is concentrated and if suspended at that point would balance front and rear.

Curb Weight – weight of a vehicle without driver, passengers or cargo but including maximum capacity of fuel, oil, coolant and other items of standard equipment.

Dimension A & B – front and rear limit of Center of Gravity (CG) zone.

Gross Vehicle Weight Rating (GVWR) – means the value specified by the manufacturer as the loaded weight of a single vehicle.

Gross Axle Weight Rating (GAWR) – means the value specified by the vehicle manufacturer as the load-carrying capacity of a single axle system measured at the tire-ground interfaces.

Model Weight – weight of the vehicle with all items of standard equipment, 68 kilograms (150 pounds) per passenger in each designated seating position and maximum capacity of fuel, oil and coolant.

Payload Rating – is the maximum allowable load (including the weight of the driver and all occupants) that the vehicle can carry based on all factory-installed equipment on the vehicle.

RPO – Regular Production Option.

Slide-in Camper – means a camper having a roof, floor, and sides, designed to be mounted on and removable from the cargo area of a truck by the user.

Weight Distribution – the amount of a vehicle's weight that rests on each axle.

Wheelbase (WB) – the distance from the centerline of the front axle to the centerline of the rear axle.

LIMITATIONS

The following General Motors truck models are not recommended for slide-in camper applications:

- Any pickup model with a Cargo Weight Rating (CWR) of less than 226.8 kg (500 lbs). A statement to this effect is imprinted on the Truck-Camper Loading information label which states whether that vehicle is recommended for use with a slide-in camper.
- S-10/Sonoma (2WD) Pickup with 1,905.1 kg (4,200 lbs) GVWR.
- T-10/Sonoma (4x4) Pickup.
- S-/T-10/Sonoma Pickup with 275.1 cm (108.3 in) WB.
- S-/T-10/Sonoma Regular, Extended, or Crew Cab Pickups.
- C/K Avalanche or Escalade EXT pickups.

Note: Silverado/Sierra 1500 Pickups should not be used for larger, cab-over type slide-in campers.

TRUCK-CAMPER LOADING

S, C/K, REGULAR, EXTENDED AND CREW CAB PICKUPS

INSTRUCTIONS FOR PROSPECTIVE TRUCK PURCHASERS

VEHICLE SELECTION AND WEIGHT ANALYSIS

For S-10/Sonoma Models

You must order S 10803 – 299.5 cm (117.9 in) WB model with one of the following GVWR Ratings:

S 10803 (2WD)	2,086.6 kg (4,600 lbs) GVWR	Option C5D
S 10803 (2WD)	2,222.6 kg (4,900 lbs) GVWR	Option C5A

If you intend to use a slide-in camper on your S-10/Sonoma Pickup. Record the model on page 3. Record the model GVWR, front GAWR, and rear GAWR on page 7. These ratings can be found in the GM Dealer World Website on the Specifications pages, or in GM Autobook.

Silverado/Sierra Models

From the GM Dealer World Website or GM Autobook model selection pages, select the Silverado/Sierra Pickup you desire. Record this information on page 3. Refer to the Specification section for the selected model. Select the GVWR you require and note any minimum tire size and chassis equipment requirements for that GVWR. (To approximate the GVWR you require, add your loaded camper weight to the vehicle curb weight plus the occupants' weight at 68 kg (150 lbs) per designated seating position.) Record the GVWR and the Gross Axle Weight Rating (GAWR), front and rear (from the Specifications section), on line 1 of the camper loading worksheet, page 7.

Record the front and rear curb weights of your selected vehicle on line 2, page 7.

Record the front and rear passenger weights on line 3, page 7.

List all factory-installed options you desire, including any options required by your selected GVWR, with their front and rear weights on the Pickup Camper Loading Worksheet on page 7.

Total the front and rear weights of the vehicle model and options to arrive at the total front and rear weight of the vehicle. Follow the directions on page 7, lines 5 through 5C to arrive at the adjusted total vehicle weight.

Subtract the adjusted total vehicle weight from the GVWR to arrive at the Cargo Weight Rating (CWR) of your truck.* Record this information on page 3.

Proceed to page 13 and calculate the center of gravity location limits using front and rear GAWRs, Cargo Weight Rating (CWR), and front and rear weight of truck as determined above. Record this information on page 3.

* The addition of any dealer installed or other accessories will reduce the cargo-carrying capacity by the weight of the equipment installed.

TRUCK-CAMPER LOADING S-SERIES PICKUPS, C/K PICKUPS

WORKSHEET – CARGO WEIGHT RATING

Model GVWR _____ **GAWR** Front _____ Rear _____

Curb Weights: Front _____ Rear _____

Passenger Weights: Front _____ Rear _____

Other factory-installed options:

..... _____ _____

..... _____ _____

..... _____ _____

..... _____ _____

..... _____ _____

..... _____ _____

..... _____ _____

..... _____ _____

..... _____ _____

4a. TOTALS _____ _____

Front and Rear Weights: _____ _____

5a. **Vehicle sub-total weight** (add front and rear weight) _____

5b. **Add 22.7 kg (50 lbs) for all models*** +22.7 kg (50 lbs)

5c. **Adjusted total vehicle weight**: _____

Vehicle GVWR: _____

Adjusted total vehicle weight (- _____)

Cargo Weight Rating _____ **Record on Page 3.**

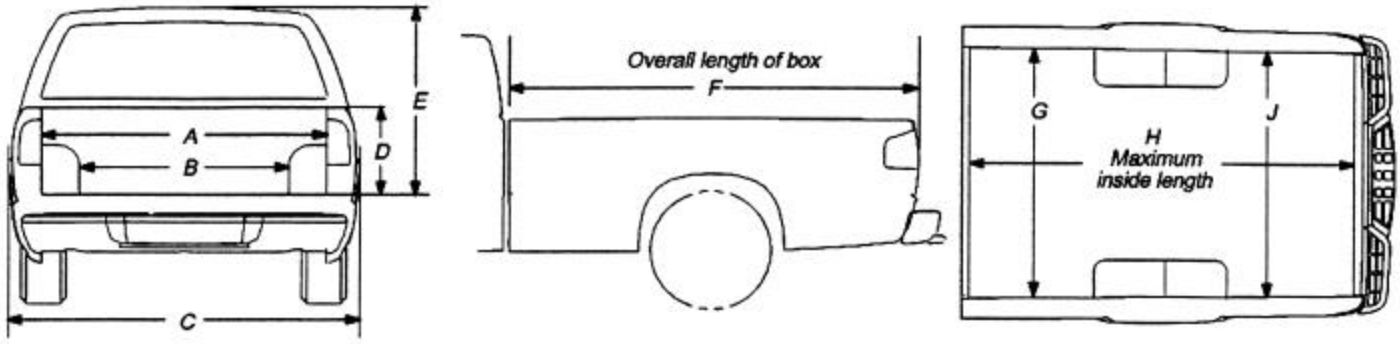
If your vehicle is available, drive to a scale and weigh, with occupants, full fuel tank, and other factory-installed options to determine the adjusted total vehicle weight. You will then be able to use your actual total vehicle weight and not have to add the 22.7 kg (50 lbs).

TRUCK-CAMPER LOADING DIMENSIONS

S-SERIES PICKUP

S-10/Sonoma *Long Box (Model S-10/Sonoma 10803)*

	A	B	C	D	E	F	G	H	J
Long Box Centimeters	132.1	102.5	172.5	42.7	92.1	237.0	143.8	222.5	143.8
(Inches)	(52.0")	(40.4")	(67.9")	(16.8")	(36.3")	(93.3")	(56.6")	(87.6")	(56.6")

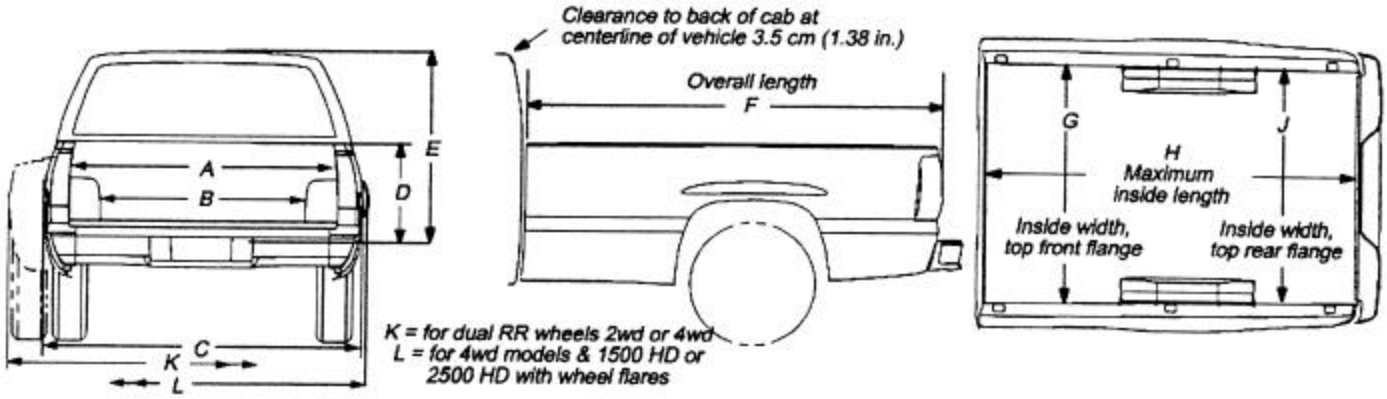


TRUCK-CAMPER LOADING DIMENSIONS

C/K SERIES PICKUP

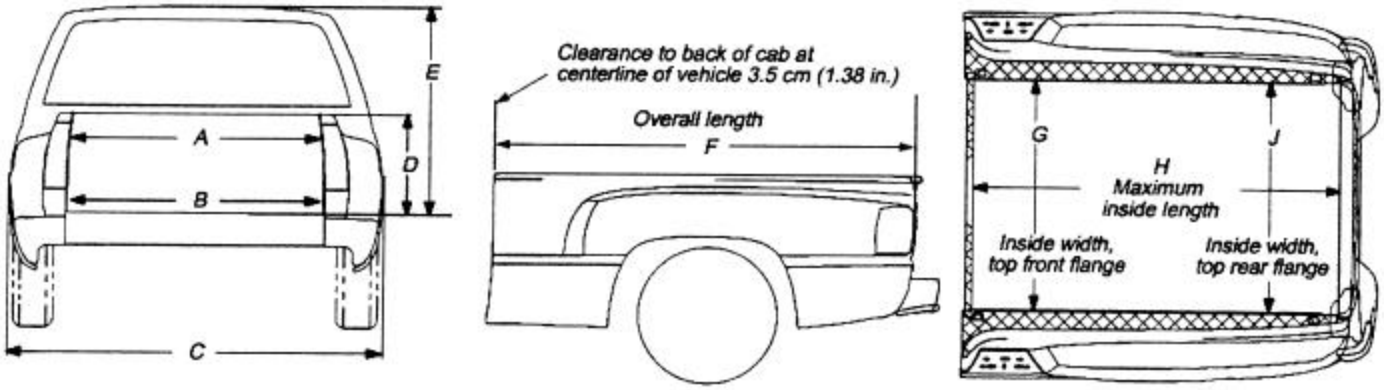
FLEETSIDE/WIDESIDE *Short Box (Models Silverado/Sierra 15703, 15743, 15753, 25743, 25753)*
Long Box (Models Silverado/Sierra 15903, 15953, 25903, 25953, 35903, 35943, 35953)

OPTION E63		A	B	C	D	E	F	G	H	J	K	L
Short Box	Centimeters	157.2	127.3	198.9	49.6	107.3	212.0	162.1	199.8	157.2	–	202.5
	(Inches)	(61.9")	(50.1")	(78.3")	(19.5")	(42.2")	(83.5")	(63.8")	(78.7")	(61.9")	–	(79.7")
Long Box	Centimeters	157.4	127.3	198.9	49.6	107.3	260.0	162.0	247.8	157.4	244.1	202.5
	(Inches)	(62.0")	(50.1")	(78.3")	(19.5")	(42.2")	(102.4")	(63.8")	(97.7")	(62.0")	(96.1")	(79.7")



SPORTSIDE *Short Box (Model Silverado/Sierra 15703, 15753)*

OPTION E62		A	B	C	D	E	F	G	H	J
Short Box	Centimeters	130.0	131.2	199.4	49.9	107.3	211.3	124.6	199.7	124.6
	(Inches)	(51.1")	(51.7")	(78.5")	(19.6")	(42.2")	(83.2")	(49.1")	(78.6")	(49.1")

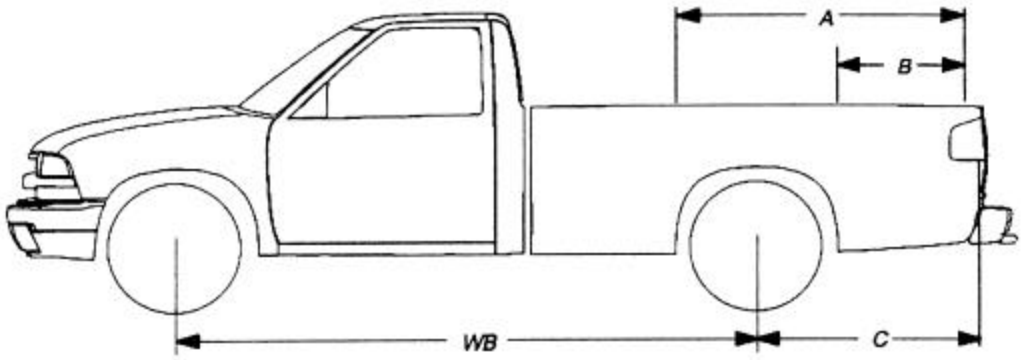


TRUCK-CAMPER LOADING

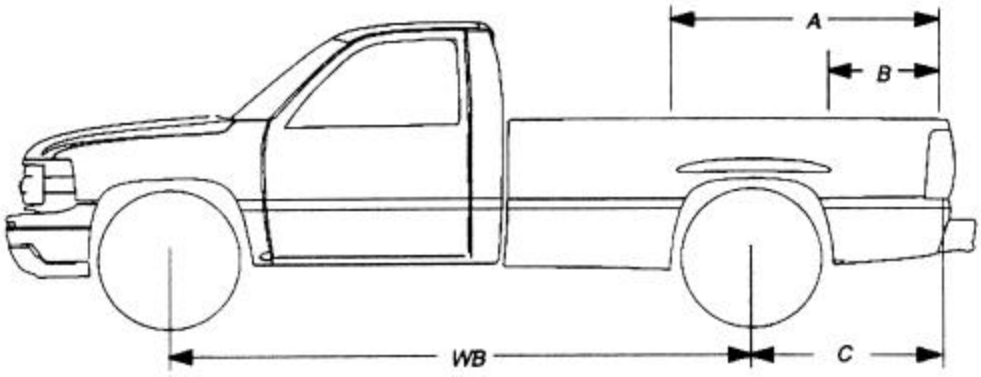
MODEL CODES AND DIMENSIONS

REGULAR CAB MODELS

SERIES	MODEL NUMBER	PICKUP BOX LENGTH cm (ft)	PICKUP STYLE	WB cm (in)	"C"* cm (in)
S-10/Sonoma	S 10803	225.6 (7.4')	Fleetside/Wideside (E63)	299.5 (117.9")	108.5 (42.9")



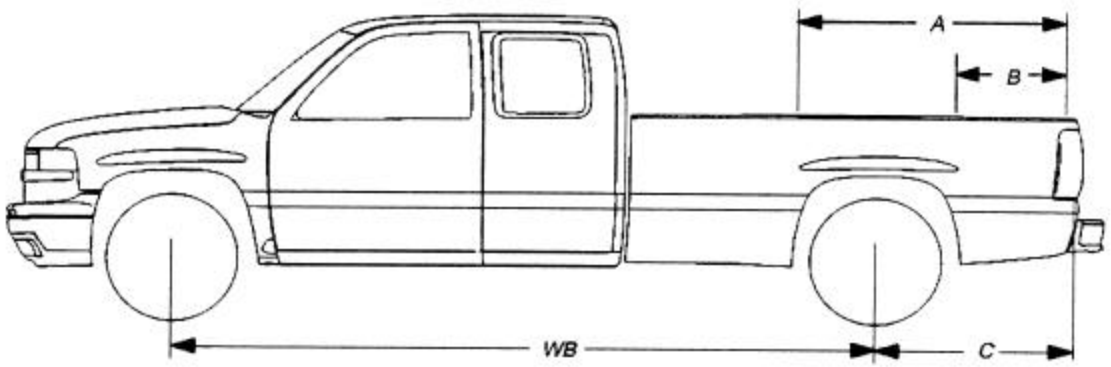
SERIES	MODEL NUMBER	PICKUP BOX LENGTH cm (ft)	PICKUP STYLE	WB cm (in)	"C"* cm (in)
Silverado/ Sierra 1500	C/K 15703	197.6 (6.5')	Fleetside/Wideside (E63) Sportside (E62)	302.3 (119.0")	98.8 (38.9")
	C/K 15903	245.6 (8.0')	Fleetside/Wideside (E63)	337.8 (133.0")	111.3 (43.8")
Silverado/ Sierra 2500	C/K 25903	245.6 (8.0')	Fleetside/Wideside (E63)	337.8 (133.0")	111.3 (43.8")
Silverado/ Sierra 3500	C/K 35904	245.6 (8.0')	Dually Fleetside/Wideside (E63)	337.8 (133.0")	111.3 (43.8")



MODEL CODES AND DIMENSIONS

EXTENDED CAB MODELS

SERIES	MODEL NUMBER	PICKUP BOX LENGTH cm (ft)	PICKUP STYLE	WB cm (in)	"C"* cm (in)
Silverado/ Sierra 1500	C/K 15753	197.6 (6.5')	Fleetside/Wideside (E63) Sportside (E62)	364.5 (143.5")	98.8 (38.9")
	C/K 15953	245.6 (8.0')	Fleetside/Wideside (E63)	400.0 (157.5")	111.3 (43.8")
Silverado/ Sierra 2500	C/K 25753	197.6 (6.5')	Fleetside/Wideside (E63)	364.5 (143.5")	98.8 (38.9")
	C/K 25953	245.6 (8.0')	Fleetside/Wideside (E63)	400.0 (157.5")	111.3 (43.8")
Silverado/ Sierra 3500	C/K 35953	245.6 (8.0')	Dually Fleetside/Wideside (E63)	400.0 (157.5")	111.3 (43.8")

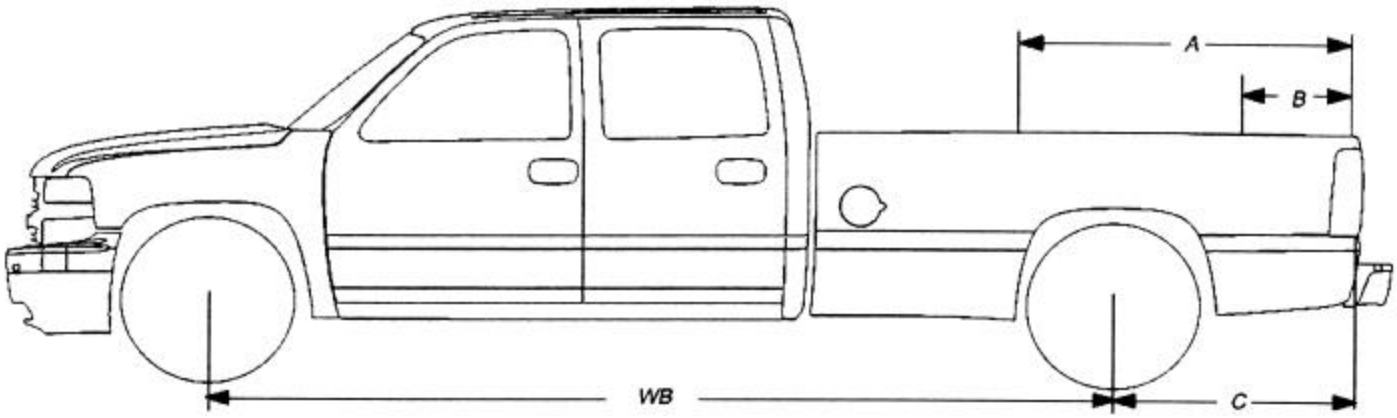


MODEL CODES AND DIMENSIONS

CREW CAB MODELS

SERIES	MODEL NUMBER	PICKUP BOX LENGTH cm (ft)	PICKUP STYLE	WB cm (in)	"C"* cm (in)
Silverado/ Sierra 1500	C/K 15743	198.1 (6.5')	Fleetside/Wideside (E63)	388.6 (153.0")	98.8 (38.9")
Silverado/ Sierra 2500	C/K 25743	198.1 (6.5')	Fleetside/Wideside (E63)	388.6 (153.0")	98.8 (38.9")
	C/K 25943	243.8 (8.0')	Fleetside/Wideside (E63)	424.2 (167.0")	111.3 (43.8")
Silverado/ Sierra 2500	C/K 35943	243.8 (8.0')	Dually Fleetside/Wideside (E63)	424.2 (167.0")	111.3 (43.8")

* Dimensions "C" is the distance from the centerline of the rear axle to the end of the pickup box floor. Dimension A and B can be calculated by using formula on page 13.



TRUCK-CAMPER LOADING

CALCULATIONS TO DETERMINE FORWARD (A) AND REARWARD (B) LOCATION OF CENTER OF GRAVITY FOR CARGO WEIGHT RATING

Calculations for Dimension A

$$A = \left\{ \frac{\text{Front GAWR - (1.05 x Front Weight* of Truck)}}{\text{Cargo Weight Rating}} \right\} \text{x WB + C}$$

Enter Front GAWR		_____
Subtract Front Weight* of Truck x 1.05	-	_____
Answer		_____
Divide Answer by Cargo Weight Rating (CWR)	÷	_____
Answer		_____
Multiply Answer by Wheelbase (See Charts on pages 10, 11 or 12)	x	_____
Answer		_____
Add C Dimension to Answer (See Charts on pages 10, 11 or 12)	+C	_____
Dimension A in centimeters (in inches)	=	_____

Note: If "A" is greater than pickup box length, use box length for "A" dimension.

Calculations for Dimension B

$$B = \left\{ 1 - \frac{\text{Front GAWR - (1.1 x Front Weight* of Truck)}}{\text{Cargo Weight Rating}} \right\} \text{x WB + C}$$

Enter Rear GAWR		_____
Subtract Rear Weight* of Truck x 1.1	-	_____
Answer		_____
Divide Answer by Cargo Weight Rating (CWR)	÷	_____
Answer		_____
Subtract Answer from 1.000	-	_____
Multiply Answer by Wheelbase (See Charts on pages 10, 11 or 12)	x	_____
Answer		_____
Add C Dimension to Answer (See Charts on pages 10, 11 or 12)	+C	_____
Dimension B in centimeters (in inches)	=	_____

Note: If "B" dimension is negative, use 0 (zero) for "B" dimension. If "B" dimension is greater than "A" dimension, camper usage is not recommended at the Calculated Cargo Weight Rating. Camper usage may be possible for a lighter camper. Substitute known specific camper weight (less than Cargo Weight Rating) for Cargo Weight Rating in calculations above to determine "A" to "B" range for that specific camper.

Record dimension A and B on page 3. ***From page 7 line 4a.**

CHEVROLET MOTOR DIVISION
100 RENAISSANCE CENTER
DETROIT, MICHIGAN 48265

GMC

PONTIAC • GMC DIVISION
100 RENAISSANCE CENTER P.O. BOX 431301
DETROIT, MICHIGAN 48243-7301

SNOWPLOW PREP PACKAGE (VYU)

The chart on the following page shows GMTG approved models available with snowplow prep package-option VYU.

General Motors recommends that when a snowplow is mounted on a vehicle, only one passenger should accompany the driver. More than one passenger may exceed Front Gross Axle Weight Ratings.

Prior to installing a front mounted snowplow, the following process should be followed and necessary information obtained.

- Establish vehicle curb weight
- Establish chassis manufacturer's front and rear axle weight ratings
- Chevrolet and GMC truck dealers can provide availability, specifications, Gross Vehicle Weight Ratings (GVWR), and Front and Rear Gross Axle Weight Ratings (FGAWR/RGAWR). For vehicles already built, this information can be found on the certification label installed on driver's door/door frame or provided on the cover of the Incomplete Vehicle Document.

The following information should be obtained and provided by the manufacturers of snowplows and salt spreaders:

- Specifications, weights and center of gravity data
- Vehicle installation guidelines and instructions
- Calculation of weight distribution for the front and rear axles

The loaded vehicle with driver, passenger, aftermarket accessories, snowplows, spreader, and cargo must not exceed the Gross Vehicle Weight Rating (GVWR), and Front and Rear Gross Axle Weight Ratings. In addition, the completed curb weight vehicle, with all installed aftermarket accessories, snowplow, and spreader, and with 400 lbs. distributed in the driver-passenger area of the vehicle, must have a center of gravity location that is located within the trapezoid formed by the coordinates A, B, C, D, H1 & H2, plus it must be to the rear of vertical line E and forward of vertical line F as defined in the ALLOWABLE CENTER OF GRAVITY CHARTS. If the center of gravity location does not fall within the specified trapezoid, ballast weight may be required to shift the center of gravity location until it falls within the specified trapezoid.

The snowplow manufacturer and the installer of the aftermarket equipment should determine the amount of rear ballast required to ensure that the vehicle, with the attached snowplow and aftermarket equipment, complies with the Allowable Center of Gravity Trapezoid and the resulting front and rear weight distribution ratio as defined in the Allowable Center of Gravity Charts published in this manual.

(Snowplow Prep Package — continued on next page)

SNOWPLOW — ONLY ON THE C/K, UTILITY AND CAB CHASSIS

(Snowplow Prep Package — continued from previous page)

Ballast Compensating Weight

The use of rear ballast weight may be required to prevent exceeding the Gross Axle Weight Rating of the front axle. The use of rear ballast weight may be required to ensure that the center of gravity location of the completed vehicle, with the attached snowplow and other installed equipment, complies with the Allowable Center of Gravity Trapezoid and the resulting front and rear weight distribution ratio, even though the actual front weight may be less than the Gross Axle Weight Rating of the front axle. In either case, the rear ballast weight should be securely attached in the cargo box or behind the rear axle of the vehicle in a manner which prevents it from moving during driving and stopping.

⚠ CAUTION

TORSION BAR ADJUSTMENT

To help avoid personal injury, refer to Z-height setting procedure before adjusting torsion bars. If torsion bars are adjusted for aftermarket equipment, be sure to return them to specification when the equipment is removed. Otherwise, a front shock absorber may dislodge and damage a front brake line. This could result in an accident when minimum stopping distances are required.

SPECIAL APPLICATIONS

2001 Chevrolet/GMC Snowplow Prep Package – Option VYU, Pickup

Model		K15703	K15903	K25753	K25743	K25903	K25943	K25953	K35903	K35953	K35943
Cab		Regular	Regular	Extended	Crew	Regular	Crew	Extended	Regular	Extended	Crew
Wheelbase Inches		119	133	143.5	143.5	133	157.5	157.5	133.0	157.5	167.0
P.U. Box Length feet		6.5	8	6.5	6.5	8	8	8	8	8	8
GVWR lb. (option code)		6100(C5M)	6400(C7H)	9200(6CW)	9200(6CW)	9200(6CW)	9200(6CW)	9200(6CW)	11400(C7W)	11400(C7W)	11400(C7W)
GAWR lb. – Frt.		3925	3925	4800	4800	4800	4800	4800	4800	4800	4800
Engine Availability with VYU:	**Opt. Code**										
Vortec 8.1L Gasoline V8 Engine	L18	N/A	N/A	A	N/A	A	N/A	A	A	A	N/A
Duramax 6.6L Diesel V8 Engine	LB7	N/A	N/A	A	N/A	A	N/A	N/A	A	N/A	N/A
Vortec 4800 V8 Gasoline	LR4	A	A	–	–	–	–	–	–	–	–
Vortec 6000 V8 Gasoline	LM7	A	A	–	–	–	–	–	–	–	–
Vortec 6000 V8 Gasoline	LQ4	N/A	N/A	B	B	B	B	B	B	B	B
Base (B) Equipment Includes:											
Battery 600 CCA (*)	–	B	B	B	B	B	B	B	B	B	B
Provisions for Rear Back-Up Lighting	–	B	B	B	B	B	B	B	B	B	B
Generator 105-Amps	K68	B	B	B	B	B	B	B	B	B	B
LT 245/75R16E HWY/OOR Tires	–	–	–	B	B	B	B	B	–	–	–
LT 215/85R16D HWY/OOR Tires	–	–	–	–	–	–	–	–	B	–	–
Snowplow Prep Pkg. Includes:	VYU										
Upgrade Front Torsion Bar	F60	X	X	X	X	X	X	X	X	X	X
External Engine Oil Cooler LQ4 only	KC4	N/A	N/A	X	X	X	X	X	X	X	X
Generator 130-Amps	KG8	X	X	X	X	X	X	X	X	X	X
Provision for Roof Mntd. Emergency Light	TRW	X	X	X	X	X	X	X	X	X	X
Transmission Cooler (air to oil) Auto only	KNP	X	X	R	R	R	R	R	X	X	X
42mm Hole FOD with Rubber Grommet	–	X	X	X	X	X	X	X	X	X	X

(*) Trucks with LB7 (Diesel Engine) come with dual 770 CCA batteries (TQ3) as base equipment B – base vehicle / A – available / X – included in package / Y – included where applicable / N/A – not available on this model / R – required on this model

SNOWPLOW — ONLY ON THE C/K, UTILITY AND CAB CHASSIS

(continued on next page)

2001 Chevrolet/GMC Snowplow Prep Package – Option VYU, Pickup (continued)

Model		K15703	K15903	K25753	K25743	K25903	K25943	K25953	K35903	K35953	K35943
Cab		Regular	Regular	Extended	Crew	Regular	Crew	Extended	Regular	Extended	Crew
Wheelbase Inches		119	133	143.5	143.5	133	157.5	157.5	133.0	157.5	167.0
P.U. Box Length feet		6.5	8	6.5	6.5	8	8	8	8	8	8
GVWR lb. (option code)		6100(C5M)	6400(C7H)	9200(6CW)	9200(6CW)	9200(6CW)	9200(6CW)	9200(6CW)	11400(C7W)	11400(C7W)	11400(C7W)
GAWR lb. – Frt.		3925	3925	4800	4800	4800	4800	4800	4800	4800	4800
Snowplow Prep Pkg. Includes: (cont.)	VYU										
Fwd. Lamp Harness with In-Line Connector	–	X	X	X	X	X	X	X	X	X	X
Mntg. Location for Snowplow Controls	–	X	X	B	B	B	B	B	B	B	B
High Air Flow Front Bumper Impact Strip	VG3	X	X	X	X	X	X	X	X	X	X
Dual Rear Wheels	–	N/A	N/A	N/A	N/A	N/A	N/A	N/A	B	B	B
LT 245/75R16E ALS/OOR TIRES (60 PSI)	–	–	–	R	R	R	R	R	–	–	–
LT 215/85R16E HWY/OOR TIRES (70 PSI)	–	–	–	–	–	–	–	–	R	B	B
Suggested Optional Equipment:											
Locking Differential, Rear Axle	G80	A	A	A	A	A	A	A	A	A	A
Battery 770 CCA (*)	7Y9	A	A	A	A	A	A	A	A	A	A
Batteries – 770 CCA & 600 CCA (*)	8B0	A	A	A	A	A	A	A	A	A	A
Back-up Alarm	8S3	A	A	A	A	A	A	A	A	A	A
Engine Block Heater	K05	A	A	A	A	A	A	A	A	A	A
Replacement Floor Covering HD Rubber	BG9	A	A	A	A	A	A	A	A	A	A
Tow Hooks	V76	B	B	B	B	B	B	B	B	B	B
Rear Window Defogger	C49	A	A	A	A	A	A	A	A	A	A
Sliding Rear Window not avail. with C49	A28	A	A	A	A	A	A	A	A	A	A
Skid Plate "Off Road"	NZZ	A	A	A	A	A	A	A	A	A	A
Trailer Hitch	VR4	A	A	A	A	A	A	A	A	A	A

(*) Trucks with LB7 (Diesel Engine) come with dual 770 CCA batteries (TQ3) as base equipment B – base vehicle / A – available / X – included in package / Y – included where applicable / N/A – not available on this model / R – required on this model

SNOWPLOW — ONLY ON THE C/K, UTILITY AND CAB CHASSIS

2001 Chevrolet/GMC Snowplow Prep Package – Option VYU, Cab Chassis/Utility

		Cab Chassis				Utility
Model		K36003	K36053	K36403	K36453	K25906
Cab		Regular	Extended	Regular	Extended	–
Wheelbase Inches		137.0	161.5	161.5	185.5	130.0
GVWR lb. (option code)		12000 (C7L)	12000 (C7L)	12000 (C7L)	12000 (C7L)	8600 (C6P)
GAWR lb. – Frt.		4800	4800	4800	4800	4500
Engine Availability with VYU:	**Opt. Code**					
Vortec 8.1L Gasoline V8 Engine	L18	A	A	A	N/A	A
Duramax 6.6L Diesel V8 Engine	LB7	A	N/A	N/A	N/A	A
Vortec 6000 V8 Gasoline	LQ4	B	B	B	B	B
Base (B) Equipment Includes:						
Battery 600 CCA (*)	–	B	B	B	B	B
Provisions for Rear Back-Up Lighting	–	B	B	B	B	N/A
Generator 105-Amps	K68	B	B	B	B	N/A
LT 215/85R16D HWY/OOR Tires	–	B	–	–	–	–
Snowplow Prep Pkg. Includes:	VYU*					
Upgrade of front torsion bar	F60	Y	Y	Y	Y	X
External Eng. Oil Cooler LQ4 only	KC4	X	X	X	X	X
Generator 130-Amps	KG8	X	X	X	X	B
Provision for Roof Mntd. Emergency Light	TRW	X	X	X	X	X
Transmission Cooler (air to oil) Auto only	KNP	X	X	X	X	N/A
42mm Hole FOD with Rubber Grommet	–	X	X	X	X	–
Fwd Lamp Harness with In-Line Connector	–	X	X	X	X	–
Mntg. Location for Snowplow Controls	–	B	B	B	B	–

(*) Trucks with LB7 (Diesel Engine) come with dual 600 CCA batteries as base equipment B – base vehicle / A – available / X – included in package / Y – included where applicable / N/A – not available on this model

* Options CF5, WX9, 5G4, Z55, and Exp. Are excluded on the K25906 when VYU is ordered

SNOWPLOW — ONLY ON THE C/K, UTILITY AND CAB CHASSIS

(continued on next page)

2001 Chevrolet/GMC Snowplow Prep Package – Option VYU, Cab Chassis/Utility (cont.)

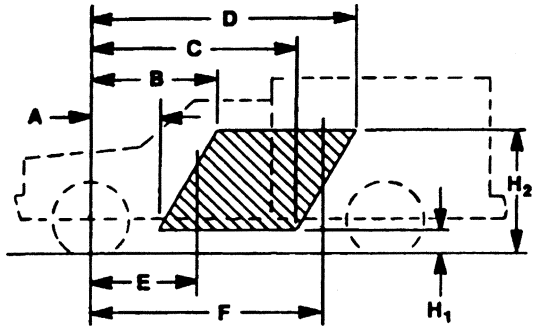
		Cab Chassis				Utility
Model		K36003	K36053	K36403	K36453	K25906
Cab		Regular	Extended	Regular	Extended	–
Wheelbase Inches		137.0	161.5	161.5	185.5	130.0
GVWR lb. (option code)		12000 (C7L)	12000 (C7L)	12000 (C7L)	12000 (C7L)	8600 (C6P)
GAWR lb. – Frt.		4800	4800	4800	4800	4500
Snowplow Prep Pkg. Includes: (cont.)	VYU*					
High Air Flow Frt. Bump Impact Strip	VG3	B	B	B	B	B
Dual Rear Wheels	RO5	B	B	B	B	N/A
LT 215/85R16E HWY/OOR TIRES (70 PSI)	–	R	B	B	B	–
Suggested Optional Equipment:						
Battery 770 CCA (*)	7Y9	A	A	A	A	A
Locking Differential, Rear Axle	G80	A	A	A	A	A
Batteries – 770 CCA & 600 CCA (*)	8B0	A	A	A	A	N/A
Back-up Alarm	8S3	A	A	A	A	N/A
Engine Block Heater	K05	A	A	A	A	–
Replacement Floor Covering HD Rubber	BG9	A	A	A	A	–
Tow Hooks	V76	B	B	B	B	A
Rear Window Defogger	C49	A	A	A	A	A
Sliding Rear Window not avail. with C49	A28	A	A	A	A	–
Skid Plate “Off Road”	NZZ	A	A	A	A	A
Trailer Hitch	VR4	N/A	N/A	N/A	N/A	A

(*) Trucks with LB7 (Diesel Engine) come with dual 600 CCA batteries as base equipment B – base vehicle / A – available / X – included in package / Y – included where applicable / N/A – not available on this model

* Options CF5, WX9, 5G4, Z55, and Exp. Are excluded on the K25906 when VYU is ordered

SNOWPLOW — ONLY ON THE C/K, UTILITY AND CAB CHASSIS

Allowable Center of Gravity Calculation



C.G. of vehicle in FMVSS unladen condition (Curb + 400 lbs.) must be inside shaded area – that is, it must be within the trapezoid formed by the coordinates A, B, C, D, H_1, & H_2, plus it must be to the rear of vertical line E and forward of vertical line F.

$$d = \frac{(W_{rc} + W_{rb} + 150)\ W.B.}{W_t}$$

$$h = \frac{(h_1 W_c + h_2 W_b + 10{,}000)}{W_t}$$

d	=	horizontal distance from front wheels to completed vehicle center of gravity (inches)
h	=	vertical distance from ground to completed vehicle center of gravity (inches)
W_{rc}	=	rear component of bare chassis weight (pounds)
W_{rb}	=	rear component of body weight (pounds)
W.B.	=	vehicle wheelbase (inches)
W_t	=	total weight of chassis, body (pounds) plus 400 pounds
h_1	=	center of gravity height from ground of the bare chassis, selected from the following value by model: C/K = 28”
W_c	=	total weight of bare chassis (pounds)
h_2	=	center of gravity height of body from ground (inches)
W_b	=	total weight of body (pounds)
150	=	rear component of 400 pounds (from lightly loaded definition)
10,000	=	400 pounds (from lightly loaded definition) multiplied by its vertical center of gravity height (assumed) of 25 inches

NOTE: An alternate method of center of gravity calculation may be found in the current issue of the General Motors Body Builders Book in the general instruction section and in SVIE Bulletin #39.

SNOWPLOW — ONLY ON THE C/K, UTILITY AND CAB CHASSIS

2001 Allowable Center of Gravity Charts

					Incomplete, Pickup Box Removal, or Snowplow Prep Package Vehicles							
					Coordinates of Allowable C/G Variation at FMVSS Unladen (Curb Wt. + 400 lbs.)						Forward C/G Limit	Rearward C/G Limit
Model	GVWR	Brake System	Wheel base	SRW DRW	H_1	H_2	A	B	C	D	E	F
C25906	8600	JH6	130.0	SRW	12	48	36	63	70	97	43	97
K25906	8600	JH6	130.0	SRW	12	48	36	63	70	97	43	97
C15903	6400	JC5	133.0	SRW	12	48	34	59	70	95	44	95
C15753	6200	JC5	143.5	SRW	12	48	37	64	76	102	48	102
C15953	6400	JC5	157.5	SRW	12	48	42	68	79	105	52	105
K15903	6400	JC5	133.0	SRW	12	48	34	59	70	95	44	95
K15753	6400	JC5	143.5	SRW	12	48	37	64	76	102	48	102
K15953	6400	JC5	157.5	SRW	12	48	42	68	79	105	52	105
C15743	8600	JH6	153.0	SRW	12	48	51	77	61	88	51	88
K15743	8600	JH6	153.0	SRW	12	48	51	77	61	88	51	88
C25903	8600	JH6	133.0	SRW	12	48	36	59	70	93	44	93
C25903	9200	JH6	133.0	SRW	12	48	45	71	54	81	45	81
C25753	9200	JH6	143.5	SRW	12	48	48	74	58	84	48	84
C25743	9200	JH6	153.0	SRW	12	48	51	77	61	88	51	88
C25953	9200	JH6	157.5	SRW	12	48	52	78	63	89	52	89
C25943	9200	JH6	167.0	SRW	12	48	55	80	66	93	55	93
K25753	8600	JH6	143.5	SRW	12	48	39	64	76	100	47	100
K25903	9200	JH6	133.0	SRW	12	48	45	71	54	81	45	81

SRW = Single Rear Wheel
DRW = Dual Rear Wheel
C/G = Center of Gravity

Brake Systems:
Vacuum Powered Boosters JC5
Hydraulic Powered Boosters JH5, JH6, and JH7

SNOWPLOW — ONLY ON THE C/K, UTILITY AND CAB CHASSIS

(continued on next page)

2001 Allowable Center of Gravity Charts (continued)

					Incomplete, Pickup Box Removal, or Snowplow Prep Package Vehicles							
					Coordinates of Allowable C/G Variation at FMVSS Unladen (Curb Wt. + 400 lbs.)						Forward C/G Limit	Rearward C/G Limit
Model	GVWR	Brake System	Wheel base	SRW DRW	H_1	H_2	A	B	C	D	E	F
K25753	9200	JH6	143.5	SRW	12	48	48	74	58	84	48	84
K25743	9200	JH6	153.0	SRW	12	48	51	77	61	88	51	88
K25953	9200	JH6	157.5	SRW	12	48	52	78	63	89	52	89
K25943	9200	JH6	167.0	SRW	12	48	55	80	66	93	55	93
C35903	11,400	JH7	133.0	DRW	12	48	41	59	99	109	41	109
C35953	11,400	JH7	157.5	DRW	12	48	48	65	116	128	48	128
C35943	11,400	JH7	167.0	DRW	12	48	50	68	123	135	50	148
K35903	11,400	JH7	133.0	DRW	12	48	41	59	99	109	41	109
K35953	11,400	JH7	157.5	DRW	12	48	48	65	116	128	48	128
K35943	11,400	JH7	167.0	DRW	12	48	50	68	123	135	50	148
C36003	11,400	JH7	137.0	DRW	12	48	43	60	102	112	43	112
C36053	11,400	JH7	161.5	DRW	12	48	49	67	119	131	49	131
C36403	11,400	JH7	161.5	DRW	12	48	49	67	119	131	49	131
C36453	11,400	JH7	185.5	DRW	12	48	55	73	136	148	55	148
K36003	12,000	JH7	137.0	DRW	12	48	43	60	102	112	43	112
K36053	12,000	JH7	161.5	DRW	12	48	49	67	119	131	49	131
K36403	12,000	JH7	161.5	DRW	12	48	49	67	119	131	49	131
K36453	12,000	JH7	185.5	DRW	12	48	55	73	136	148	55	148

SRW = Single Rear Wheel
DRW = Dual Rear Wheel
C/G = Center of Gravity

Brake Systems:
Vacuum Powered Boosters JC5
Hydraulic Powered Boosters JH5, JH6, and JH7

SNOWPLOW — ONLY ON THE C/K, UTILITY AND CAB CHASSIS

Snowplow Prep Package (VYU) Electrical Provisions

Emergency Roof-Mounted Lamp Switch This provision includes a dash-mounted switch (see Figure 1), a relay, and wiring which is routed up along the Left Hand B pillar that terminates at the roof as coiled blunt cut wires (see Figure 2). There are two blunt cut 12-gauge (3.0 mm^2) wires, one is Brown (roof-mounted lamp power), it is controlled by the dash-mounted switch through the relay, the other is Black (ground). The Brown power wire is protected by the 30-Amp SEO 2 fuse which is located in the Underhood Electrical Center.

130-Amp Generator The AD244 130-Amp generator will be equipped on all VYU pickup trucks except those having the Vortec 4300 V6 (L35) engine. The AD244 generator is an upgrade from the AD230 105-Amp generator which comes as standard equipment.

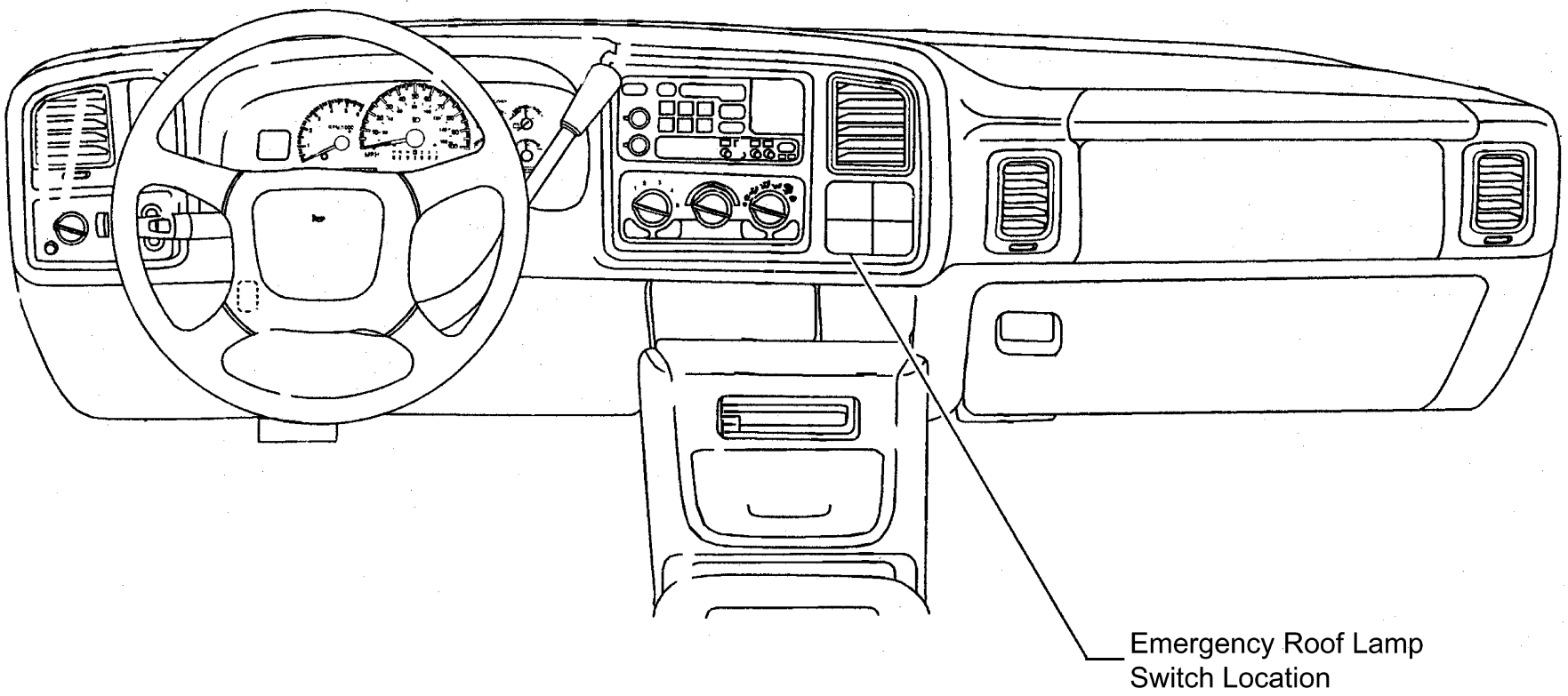
Accessory Harness Grommet Trucks will come equipped with a predrilled 42mm pass-through hole located on the dash panel on the left hand side of the vehicle. The hole will be sealed with a grommet (see Figure 3) which can be used by the upfitter for pass-through wiring. To use the grommet (part# 15336702), the upfitter slices off the tape tab end (in engine compartment) of the grommet and then spreads it open to pass wiring through.

Forward Lamp Harness In-Line Connector The forward lamp wiring harness will have a set of mating eight cavity connectors on both the left and right hand side of the vehicle (see Figures 4 & 5). The upfitter will be able to disconnect the in-line connectors which will allow interfacing with the forward lamp circuits (Front Parklamp, Turn Signal and DRL). The headlamp circuits must be accessed from the headlamp connectors. Circuit function charts of these connectors are on page 10. Connector face diagrams of the connectors are on pages 11 and 12. A parts list of these connectors is provided on page 13.

Backup Lamp Power Feed Although this feature is standard on the All New C/K pickup trucks, it should be pointed out that a backup lamp power feed is provided at the rear of the vehicle through the trailer wiring harness. This circuit is protected by the 10-Amp TRLR B/U fuse which is located in the Underhood Electrical Center. On vehicles with Light Duty Trailer Wiring (see Figure 6) which comes standard, this circuit can be accessed through the Light Green trailer wire. This wire is blunt cut and located at the rear of the vehicle along with other trailer tow circuits. On vehicles with Heavy Duty Trailer Wiring option (see Figure 7), this circuit is located in pin A of the trailer in-line connector at the rear of the vehicle.

SNOWPLOW — ONLY ON THE C/K, UTILITY AND CAB CHASSIS

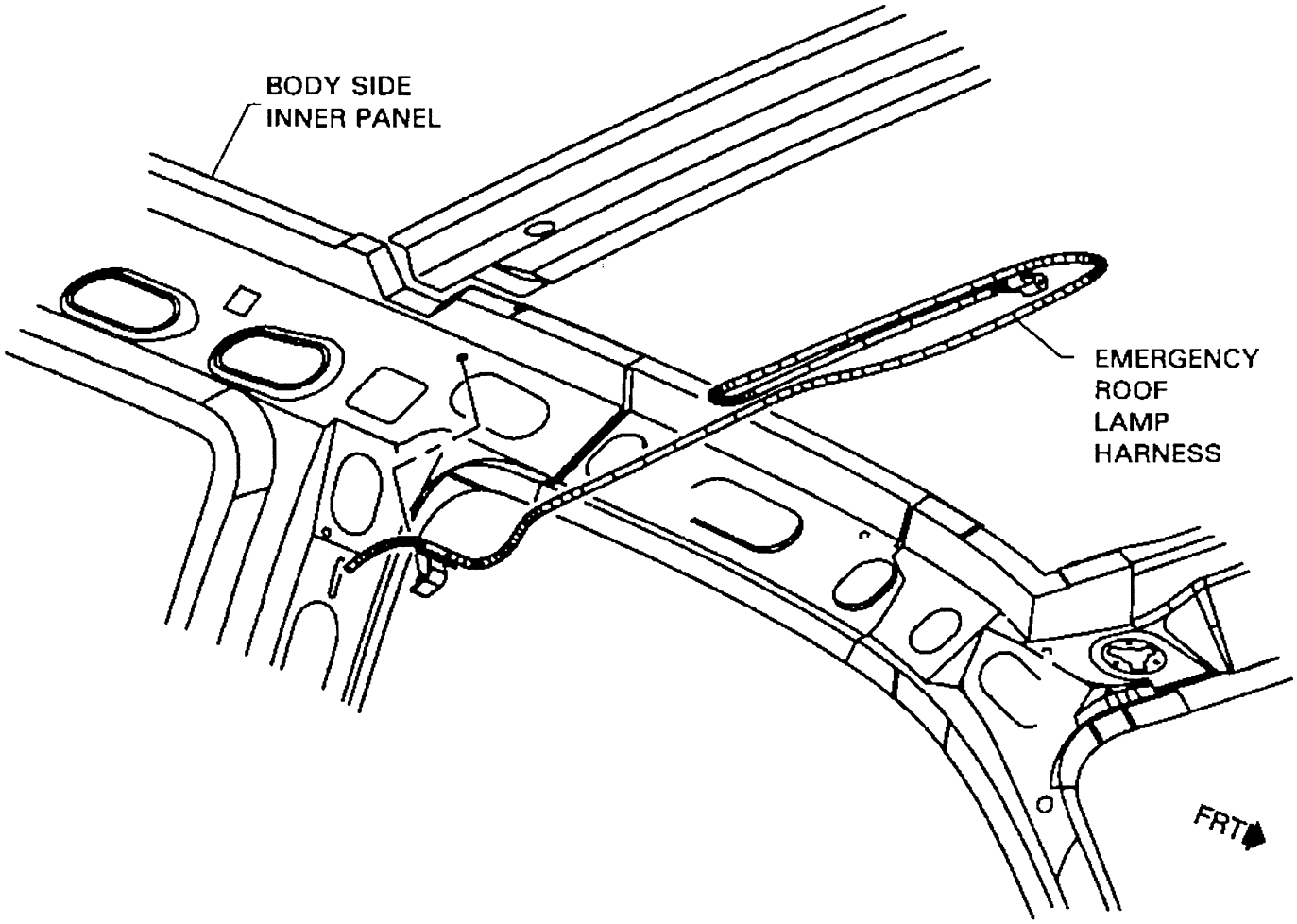
Figure 1



INSTRUMENT PANEL

SNOWPLOW — ONLY ON THE C/K, UTILITY AND CAB CHASSIS

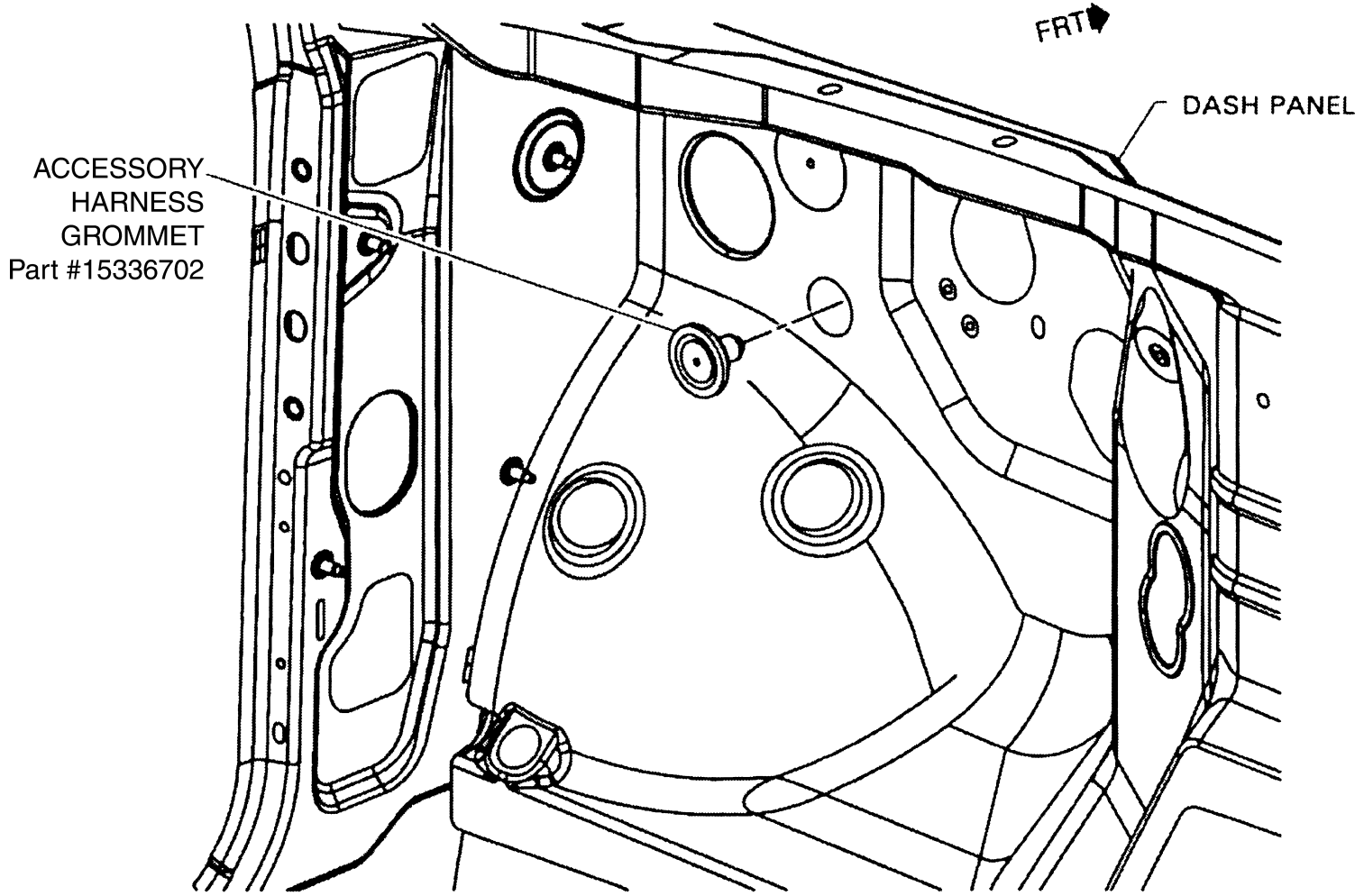
Figure 2



EMERGENCY VEHICLE ROOF LAMP HARNESS TO ROOF HEADER

SNOWPLOW — ONLY ON THE C/K, UTILITY AND CAB CHASSIS

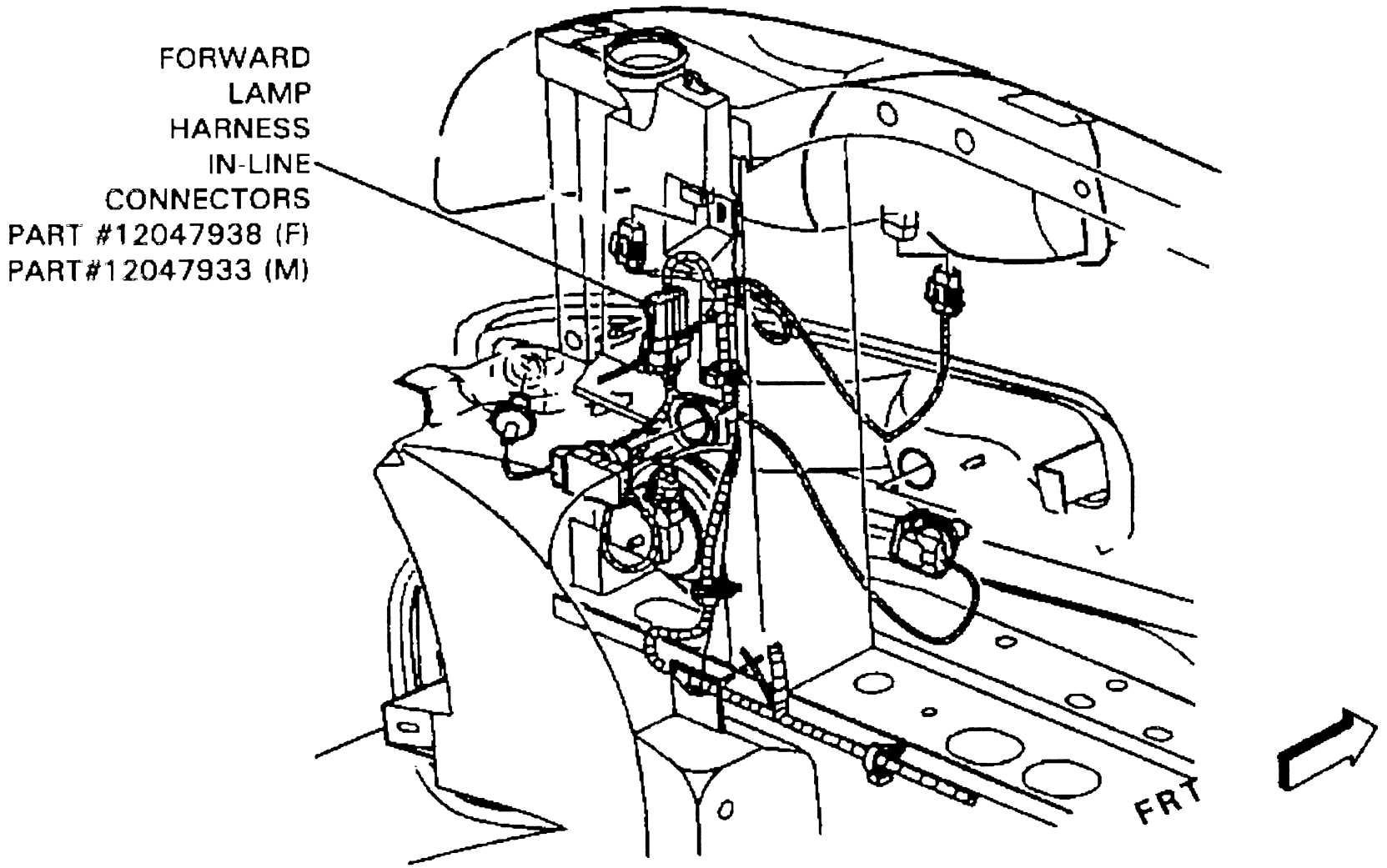
Figure 3



ACCESSORY HARNESS GROMMET

SNOWPLOW — ONLY ON THE C/K, UTILITY AND CAB CHASSIS

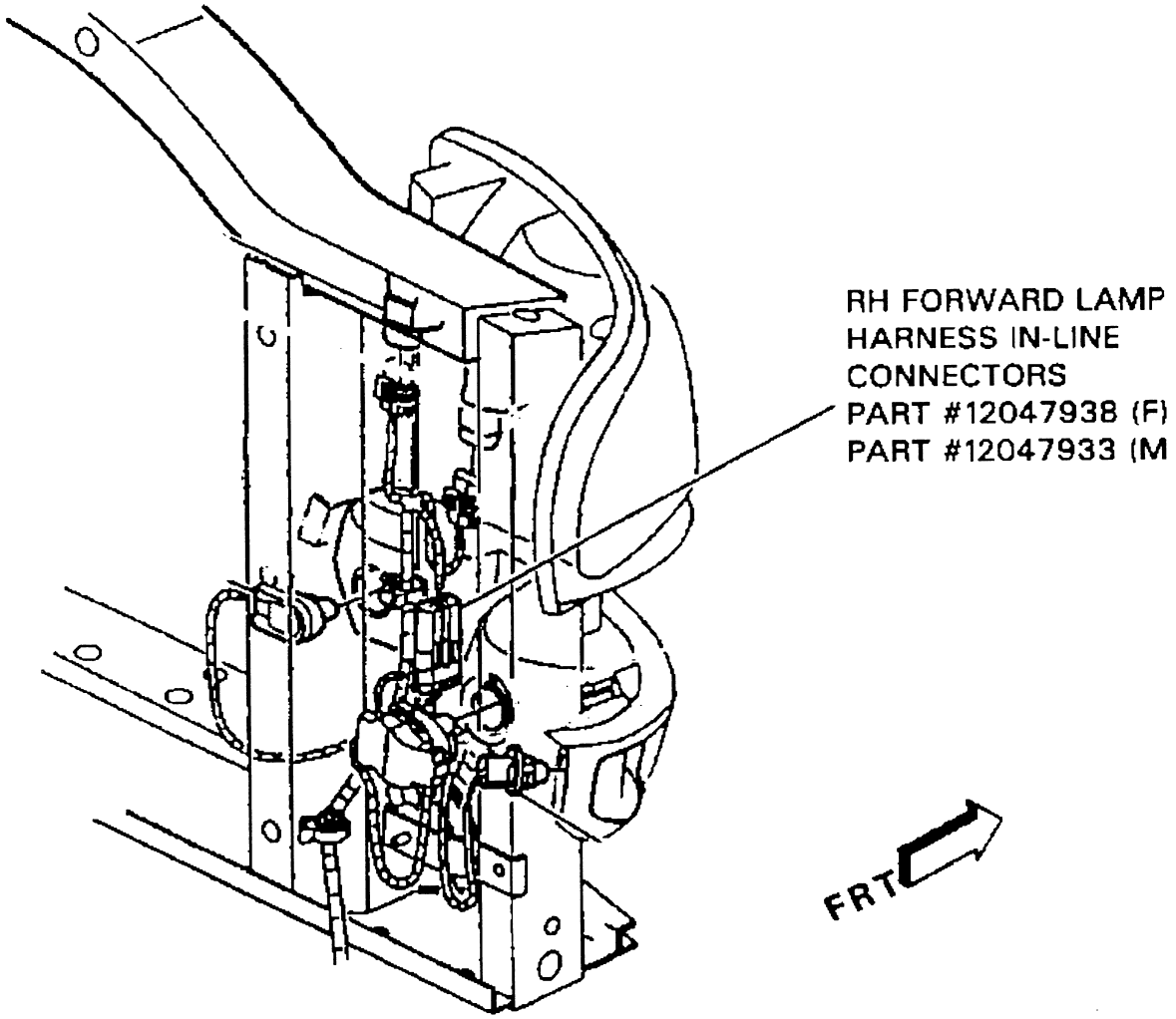
Figure 4



LH FRONT OF VEHICLE

SNOWPLOW — ONLY ON THE C/K, UTILITY AND CAB CHASSIS

Figure 5



RH FRONT OF VEHICLE

SNOWPLOW — ONLY ON THE C/K, UTILITY AND CAB CHASSIS

Front Exterior Lamp Connector Circuit Function Charts

LH Forward Lamp Harness In-Line Connectors

Cavity	Circuit	Wire Color	Function	Fuse
A	2309	BRN	Front Parklamp	10-Amp FR PARK
B	2309	BRN	Front Parklamp	10-Amp FR PARK
C	2114	LT BLU	Turn Signal – Left	In-line w/LF Side Marker
D	–	–	–	–
E	2114	LT BLU	Turn Signal – Left	10-Amp LT TURN
F	150	BLK	Pk/Turn to Gnd	–
G	545	DK BLU	DRL	10-Amp DRL
H	150	BLK	DRL to Gnd	–

RH Forward Lamp Harness In-Line Connectors

Cavity	Circuit	Wire Color	Function	Fuse
A	2309	BRN	Front Parklamp	10-Amp FR PARK
B	2309	BRN	Front Parklamp	10-Amp FR PARK
C	2115	DK BLU	Turn Signal – Right	In-line w/RT Side Marker
D	—	—	—	—
E	2115	DK BLU	Turn Signal – Right	10-Amp RT TURN
F	150	BLK	Pk/Turn to Gnd	—
G	545	DK BLU	DRL	10-Amp DRL
H	150	BLK	DRL to Gnd	—

NOTE: All fuses referenced above are located in the Underhood Electrical Center.

SNOWPLOW — ONLY ON THE C/K, UTILITY AND CAB CHASSIS

(continued on next page)

Front Exterior Lamp Connector Circuit Function Charts (continued)

LH Low Beam Connector

Cavity	Circuit	Wire Color	Function	Fuse
A	1340	ORN	Left Headlamps	15-Amp LT HDLP
B	525	YEL	Low Beam Switch	Switched to Ground

RH Low Beam Connector

Cavity	Circuit	Wire Color	Function	Fuse
A	1240	ORN	Right Headlamps	15-Amp RT HDLP
B	525	YEL	Low Beam Switch	Switched to Ground

LH High Beam Connector

Cavity	Circuit	Wire Color	Function	Fuse
A	1340	ORN	Left Headlamps	15-Amp LT HDLP
B	524	PPL	High Beam Switch	Switched to Ground

RH High Beam Connector

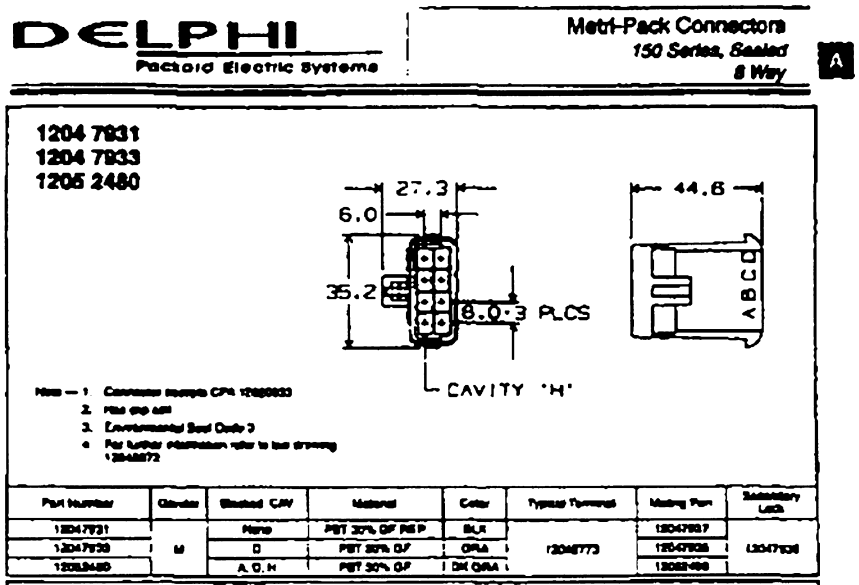
Cavity	Circuit	Wire Color	Function	Fuse
A	1240	ORN	Right Headlamps	15-Amp RT HDLP
B	524	PPL	High Beam Switch	Switched to Ground

NOTE: All fuses referenced above are located in the Underhood Electrical Center.

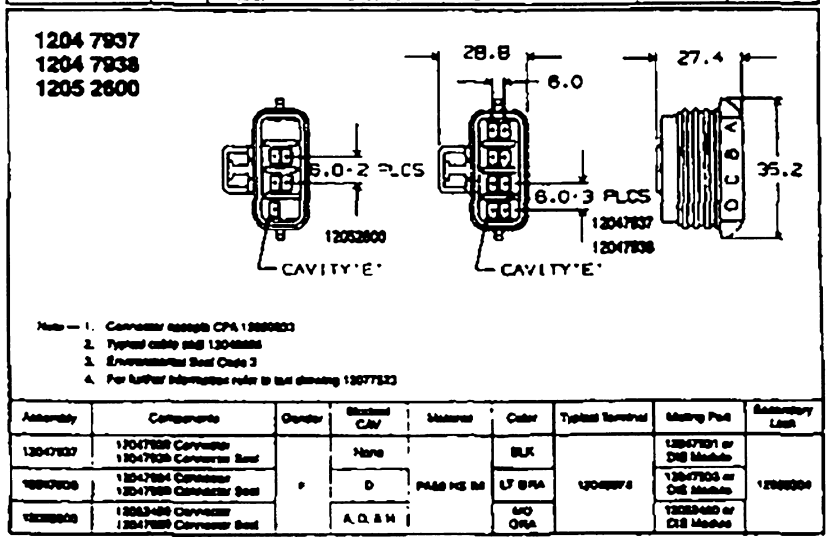
SNOWPLOW — ONLY ON THE C/K, UTILITY AND CAB CHASSIS

Forward Lamp Harness In-Line Connectors

FORWARD LAMP HARNESS IN-LINE CONNECTOR (M) PART# 12047933



FORWARD LAMP HARNESS IN-LINE CONNECTOR (F) PART# 12047938



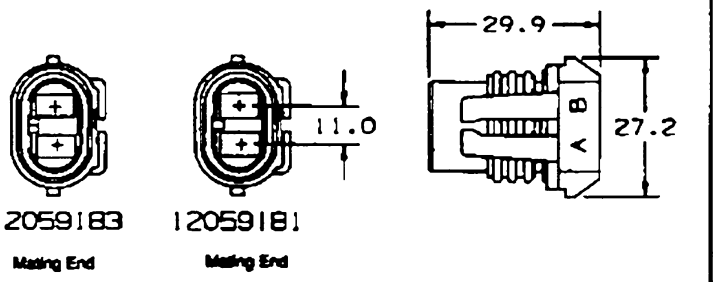
SNOWPLOW — ONLY ON THE C/K, UTILITY AND CAB CHASSIS

Headlamp Connectors

PART#
12059181
LOW BEAM
CONNECTOR (F)

PART#
12059183
HIGH BEAM
CONNECTOR (F)

1205 9181
1205 9183



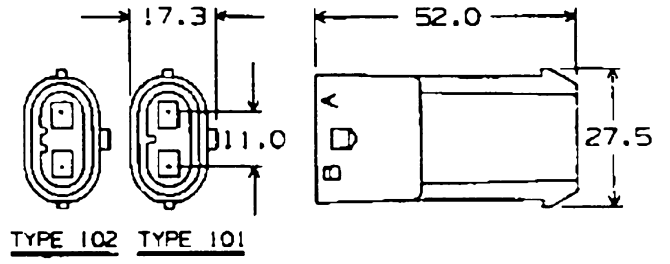
Note — 1. Typical cable seal 12015323
2. Environmental Seal Code 3

Assembly	Components	Gender	Material	Color	Typical Terminal	Mating Part	Secondary Lock
12059181	12059180 Connector 12059184 Connector Seal	F	PA66	MD GRA	12077411	12084166	12059185
12059183	12059182 Connector 12059184 Connector Seal		PA66 HS IM	BLK		12084167	

PART#
12084166
LOW BEAM
CONNECTOR (M)

PART#
12084167
HIGH BEAM
CONNECTOR (M)

1208 4166
1208 4167



Note — 1. Typical cable seal 12015323
2. For further information refer to latest drawing 12084162
3. Environmental Seal Code 3

Part Number	Gender	Material	Color	Typical Terminal	Mating Part	Secondary Lock	Type
12084166	M	PA66	MD GRA	12048156	12059181	12059185	101
12084167		PA66 HS IM	BLK		12059183		102

SNOWPLOW — ONLY ON THE C/K, UTILITY AND CAB CHASSIS

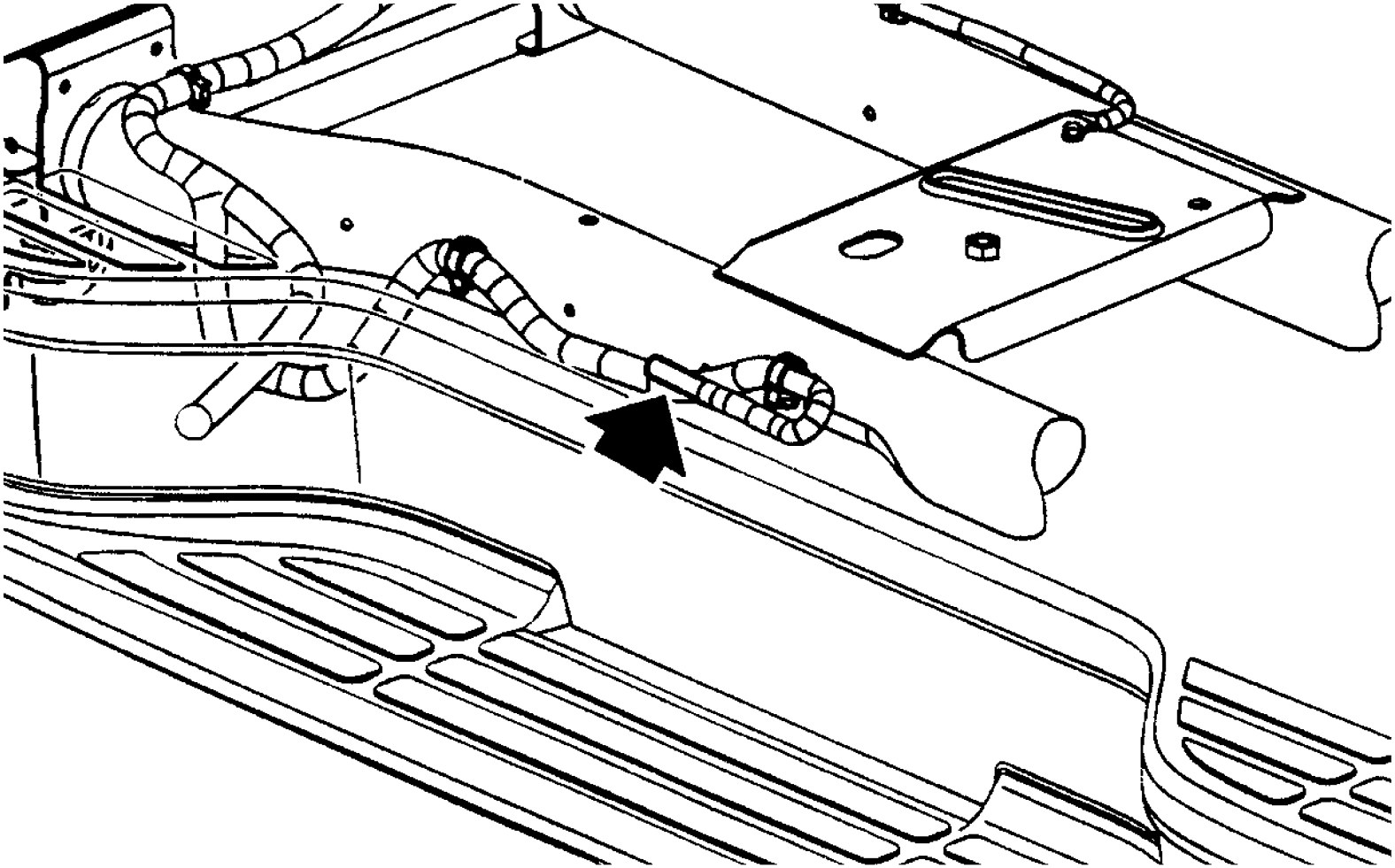
Front Exterior Lamp Electrical Connector Part Numbers

Part #	Connector
12047938	FORWARD LAMP IN-LINE HARNESS CONNECTOR (F)
12047933	FORWARD LAMP IN-LINE HARNESS CONNECTOR (M)
12059181	LOW BEAM CONNECTOR (F) (ON VEHICLE)
12084166	LOW BEAM CONNECTOR (M)
12059183	HIGH BEAM CONNECTOR (F) (ON VEHICLE)
12084167	HIGH BEAM CONNECTOR (M)

NOTE: Terminals and secondary locks may have to be ordered separately. Further details regarding the connectors can be obtained from the Delphi Products Handbooks or by calling 1-800-PACKARD (1-800-722-5273).

SNOWPLOW — ONLY ON THE C/K, UTILITY AND CAB CHASSIS

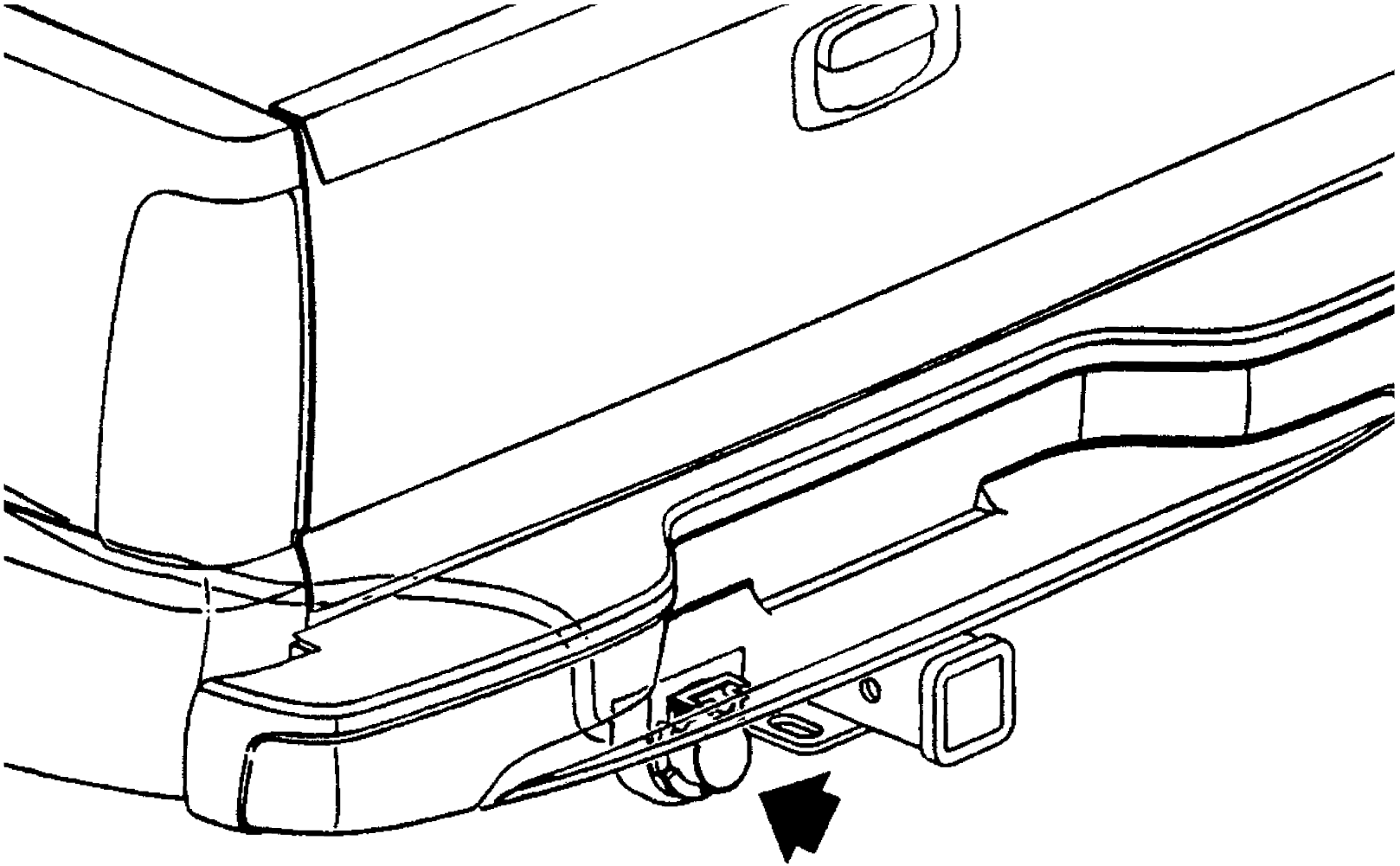
Figure 6



BASIC TRAILER WIRING PACKAGE

SNOWPLOW — ONLY ON THE C/K, UTILITY AND CAB CHASSIS

Figure 7



HEAVY DUTY TRAILER WIRING PACKAGE (IF EQUIPPED)

SNOWPLOW — ONLY ON THE C/K, UTILITY AND CAB CHASSIS

PICKUP BOX REMOVAL PROGRAM

Alterations to Complete Vehicles

Persons who alter complete (certified) Pickup Trucks by removal of the Pickup box should be aware that this type of activity would impose upon them the corresponding responsibility for ensuring that the units as sold are in compliance with all applicable safety and/or emissions (including noise and RFI) requirements. Specific questions concerning compliance or certification to these requirements should be directed to the vehicle alterer's legal counsel or the National Highway Traffic Safety Administration, the Environmental Protection Agency, the California Air Resources Board, or in Canada, the Ministry of Transport or the Canadian Department of Commerce.

The Environmental Protection Agency has provided an explanation of the policy they will follow regarding the modification by the secondary manufacturers of complete Light Duty Trucks prior to sale and delivery to the ultimate purchaser. This explanation is contained in a letter from C. N. Freed of the EPA to M.M. McBride of the Recreation Vehicle Industry Association, dated July 13, 1979. A portion of this letter states:

"...Secondary manufacturers are not manufacturers under the act when the following conditions are met:

1. The vehicles produced by a secondary manufacturer conform in all material respects to the design specification in the original manufacturer's application for certification (hereafter 'application'); and
2. The weight of the vehicle produced by a secondary manufacturer, including the weight of fuel at nominal tank capacity, is no more than 500 lbs. above the maximum vehicle weight."

No frontal area restrictions will apply to secondary manufacturers who comply with the conditions above. However, every vehicle sold to an ultimate purchaser must be covered by emission warranty mandated by section 270(a) of the Act. Secondary manufacturers who do not meet the above conditions will be considered manufacturers under the Act and will be required to ensure that the vehicles they produce are covered by a certificate of conformity.

The Maximum vehicle weight for a given vehicle is determined by:

A) Subtracting 300 lbs. from the highest loaded vehicle weight (see 40 CFR 86.079-2 for loaded vehicle weight definition and the table at 40 CFR 86.129-80) associated with the test weight listed in the application for the vehicle, and

B) Adding the weight of all options that are offered by the original manufacturer for the applicable truck line that were not included in the curb weight reported in the application.

(Alterations – continued on next page)

(Alterations – continued from previous page)

In the case of mutually exclusive options, only the weight of the heavier option is to be used when computing the maximum vehicle weight.

Those who wish to remove the Pickup box from a Pickup Truck for the purpose of installing special equipment or another type of body should be further advised that a Pickup may require modification in one of the following areas. Before a decision is made to alter a C/K or S Pickup Model, please be advised of the following considerations:

Vehicle:

Analyze the vehicle specifications for product content. The option content of a particular vehicle will determine which if any of the four areas of modification might not be applicable to the vehicle alterations contemplated.

Service Parts:

The service parts and related service part number as outlined in the four areas of modification may be ordered through your local Chevrolet/GMC Dealer. Contact your Dealer's Service Parts Representative for availability and price.

Areas of Modification:

1. Fuel filler neck assembly, housing, and ground strap.
2. Rear axle vent hose.
3. Tail lamp, tail lamp wiring harness and license plate bracket assembly.
4. Spare tire mounting.
5. Body pressure relief valve (see UI Bulletin #44).

Federal Motor Vehicle Safety Standards

FMVSS 101 – Controls and Displays

A The following statement is applicable to Chassis Cab, Cutaway Van, Suburban, Van, Pickup and Utility with a GVWR of 10,000 lbs. or less (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to FMVSS 101 providing no alterations are made which affect the size, location, identification or illumination of the controls and displays identified below or the location, travel and type of seat. If the seat is installed by the final stage manufacturer, the visibility and operation of the controls and displays listed below must meet the requirements of paragraph S5 of the standard:

Vehicle and system controls and displays including:

Hazard warning signal control and tell-tale
High beam control and indicator
Steering wheel
Service brake
Accelerator
Horn control
Clutch
Ignition control
Gear position display
Headlamp control
Turn signal, control and display
Brake failure warning display
Illumination intensity control
Fuel level display
Windshield wiper control
Windshield washer control
Oil pressure display
Electrical charge display
Manual choke control
Tail lamps/control
Engine coolant temperature display
Rear window defrosting and defogging controls
Manual transmission shift lever, except transfer case
Heating system controls (including fan)
Air conditioning system controls (including fan)
Engine start control
Engine stop control
Hand throttle control
Clearance lamp control
Side marker lamp control
Identification lamp control
Windshield defrosting and defogging controls
Speedometer display
* Odometer (must be metric)
* Trip recorder (must be metric)
* Hub odometer (must be metric)
Automatic vehicle speed control
Seat belt tell-tale
Anti-lock brake failure warning display
Air bag tell-tale (if so equipped)

* For Canada MVSS only, when Canadian option is specified.

FMVSS 102 – Transmission Shift Lever Sequence, Starter Interlock and Transmission Braking Effect

A The following statement is applicable to Chassis Cab, Van, Pickup, Utility and Subruban (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to FMVSS 102 providing no alterations are made which affect the function, physical or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems identified below:

1. Transmission control and identification system, including but not limited to:

Automatic transmission assembly (A/T)
A/T control from steering column to transmission linkage
A/T control from floor shift mechanism to transmission linkage
A/T steering column assembly
A/T floor shift mechanism
A/T neutral safety back-up switch assembly and wire
Vehicle wiring harness
A/T position indicator dial
A/T position indicator pointer
A/T position indicator actuating linkage
Transmission shift position pattern (knob, plate or label)

FMVSS 103 – Windshield Defrosting and Defogging Systems

A The following statement is applicable to Chassis Cab and Cutaway Van (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to FMVSS 103 providing no alterations are made which affect the function, physical or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems identified below:

Windshield defrosting and defogging systems, including but limited to:

Windshield assembly
Heater and defroster assembly (including motor and blower)
Heater and water hoses/hose assemblies
Heater blower motor resistor assembly
Defroster air duct assembly
Defroster air hoses (distributor to nozzle)
Defroster outlet to heater assembly adaptor
Chassis and instrument panel wiring harness assembly
Heater and defroster control (electrical, mechanical, vacuum)
Vacuum control hoses
Defroster air distributor assembly (manifold)
Defroster air to windshield outlet assembly (nozzle) (it affects high blower speed)
Engine water outlet thermostat assembly
Heater and air conditioning wiring harness
Engine wiring harness

FMVSS 104 – Windshield Wiping and Washing Systems

A The following statement is applicable to Chassis Cab, Cutaway Van, Pickup, Utility, Van and Suburban (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to FMVSS 104 providing no alterations are made which affect the function, physical or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems identified below:

Windshield wiping and washing systems, including but limited to:

- Windshield assembly
- Windshield wiper arm assembly
- Windshield wiper blade assembly
- Windshield wiper linkage assembly
- Windshield wiper/washer control
- Windshield wiper/washer motor/pump assembly
- Windshield module attachments
- Windshield washer fluid reservoir
- Washer reservoir cap
- Water reservoir filler assembly
- Windshield washing system hoses
- Windshield washer nozzle
- Vehicle wiring harness

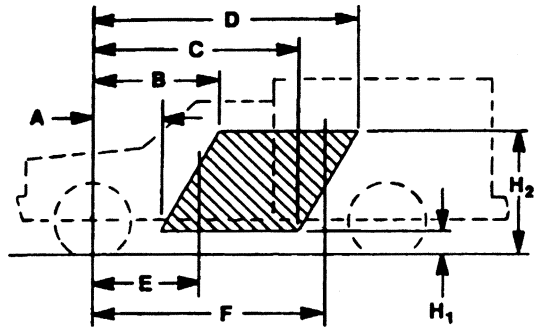
FMVSS 105 – Hydraulic Service Brake, Emergency and Parking Brake Services

Allowable center of gravity variation (C/K, G Van, M/L Van).

These charts detail the envelope of allowable center of gravity variation for completed vehicles. This is significant for the lightly loaded portion of FMVSS 105, which is defined as curb plus 400 pounds distributed in the driver-passenger area of the vehicle.

The lightly loaded center of gravity of complete vehicles needs to be restricted so it will meet FMVSS 105 stopping distances. The laden center of gravity does not need to be specified as it is controlled within the FMVSS 105 test procedure by specific instructions as to how ballast is to be placed (while height is not controlled, it is assumed that for test purposes it would be reasonable).

Allowable Center of Gravity Calculation



C.G. of vehicle in FMVSS unladen condition (Curb + 400 lbs.) must be inside shaded area – that is, it must be within the trapezoid formed by the coordinates A, B, C, D, H_1, & H_2, plus it must be to the rear of vertical line E and forward of vertical line F.

$$d = \frac{(W_{rc} + W_{rb} + 150)\ W.B.}{W_t}$$

$$h = \frac{(h_1 W_c + h_2 W_b + 10{,}000)}{W_t}$$

d	=	horizontal distance from front wheels to completed vehicle center of gravity (inches)
h	=	vertical distance from ground to completed vehicle center of gravity (inches)
W_{rc}	=	rear component of bare chassis weight (pounds)
W_{rb}	=	rear component of body weight (pounds)
W.B.	=	vehicle wheelbase (inches)
W_t	=	total weight of chassis, body (pounds) plus 400 pounds
h_1	=	center of gravity height from ground of the bare chassis, selected from the following value by model: C/K = 28”, G = 32”, M/L = 28”, P30 = 24”
W_c	=	total weight of bare chassis (pounds)
h_2	=	center of gravity height of body from ground (inches)
W_b	=	total weight of body (pounds)
150	=	rear component of 400 pounds (from lightly loaded definition)
10,000	=	400 pounds (from lightly loaded definition) multiplied by its vertical center of gravity height (assumed) of 25 inches

NOTE: An alternate method of center of gravity calculation may be found in the current issue of the General Motors Body Builders Book in the general instruction section and in SVIE Bulletin #39.

S/T — GENERAL INFORMATION ONLY / C/K — ALL / DRAWINGS FOR C/K ONLY

2001 Allowable Center of Gravity Charts

					Incomplete, Pickup Box Removal, or Snowplow Prep Package Vehicles							
					Coordinates of Allowable C/G Variation at FMVSS Unladen (Curb Wt. + 400 lbs.)						Forward C/G Limit	Rearward C/G Limit
Model	GVWR	Brake System	Wheel base	SRW DRW	H_1	H_2	A	B	C	D	E	F
C25906	8600	JH6	130.0	SRW	12	48	36	63	70	97	43	97
K25906	8600	JH6	130.0	SRW	12	48	36	63	70	97	43	97
S10803	4900	JM3	N/A	N/A	13.4	36.6	37	45.8	88	95	N/A	N/A
C15903	6400	JC5	133.0	SRW	12	48	34	59	70	95	44	95
C15753	6200	JC5	143.5	SRW	12	48	37	64	76	102	48	102
C15953	6400	JC5	157.5	SRW	12	48	42	68	79	105	52	105
K15903	6400	JC5	133.0	SRW	12	48	34	59	70	95	44	95
K15753	6400	JC5	143.5	SRW	12	48	37	64	76	102	48	102
K15953	6400	JC5	157.5	SRW	12	48	42	68	79	105	52	105
C15743	8600	JH6	153.0	SRW	12	48	51	77	61	88	51	88
K15743	8600	JH6	153.0	SRW	12	48	51	77	61	88	51	88
C25903	8600	JH6	133.0	SRW	12	48	36	59	70	93	44	93
C25903	9200	JH6	133.0	SRW	12	48	45	71	54	81	45	81
C25753	9200	JH6	143.5	SRW	12	48	48	74	58	84	48	84
C25743	9200	JH6	153.0	SRW	12	48	51	77	61	88	51	88
C25953	9200	JH6	157.5	SRW	12	48	52	78	63	89	52	89
C25943	9200	JH6	167.0	SRW	12	48	55	80	66	93	55	93
K25753	8600	JH6	143.5	SRW	12	48	39	64	76	100	47	100
K25903	9200	JH6	133.0	SRW	12	48	45	71	54	81	45	81

SRW = Single Rear Wheel
DRW = Dual Rear Wheel
C/G = Center of Gravity

Brake Systems:
Vacuum Powered Boosters — JC5
Hydraulic Powered Boosters — JH5, JH6, and JH7

S/T — GENERAL INFORMATION ONLY / C/K — ALL / DRAWINGS FOR C/K ONLY

2001 Allowable Center of Gravity Charts (continued)

					Incomplete, Pickup Box Removal, or Snowplow Prep Package Vehicles							
					Coordinates of Allowable C/G Variation at FMVSS Unladen (Curb Wt. + 400 lbs.)						Forward C/G Limit	Rearward C/G Limit
Model	GVWR	Brake System	Wheel base	SRW DRW	H_1	H_2	A	B	C	D	E	F
K25753	9200	JH6	143.5	SRW	12	48	48	74	58	84	48	84
K25743	9200	JH6	153.0	SRW	12	48	51	77	61	88	51	88
K25953	9200	JH6	157.5	SRW	12	48	52	78	63	89	52	89
K25943	9200	JH6	167.0	SRW	12	48	55	80	66	93	55	93
C35903	11,400	JH7	133.0	DRW	12	48	41	59	99	109	41	109
C35953	11,400	JH7	157.5	DRW	12	48	48	65	116	128	48	128
C35943	11,400	JH7	167.0	DRW	12	48	50	68	123	135	50	148
K35903	11,400	JH7	133.0	DRW	12	48	41	59	99	109	41	109
K35953	11,400	JH7	157.5	DRW	12	48	48	65	116	128	48	128
K35943	11,400	JH7	167.0	DRW	12	48	50	68	123	135	50	148
C36003	11,400	JH7	137.0	DRW	12	48	43	60	102	112	43	112
C36053	11,400	JH7	161.5	DRW	12	48	49	67	119	131	49	131
C36403	11,400	JH7	161.5	DRW	12	48	49	67	119	131	49	131
C36453	11,400	JH7	185.5	DRW	12	48	55	73	136	148	55	148
K36003	12,000	JH7	137.0	DRW	12	48	43	60	102	112	43	112
K36053	12,000	JH7	161.5	DRW	12	48	49	67	119	131	49	131
K36403	12,000	JH7	161.5	DRW	12	48	49	67	119	131	49	131
K36453	12,000	JH7	185.5	DRW	12	48	55	73	136	148	55	148

SRW = Single Rear Wheel
DRW = Dual Rear Wheel
C/G = Center of Gravity

Brake Systems:
Vacuum Powered Boosters JC5
Hydraulic Powered Boosters JH5, JH6, and JH7

S/T — GENERAL INFORMATION ONLY / C/K — ALL / DRAWINGS FOR C/K ONLY

FMVSS 106 – Brake Hoses

A The following statement is applicable to all types of incomplete vehicles (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to FMVSS 106 providing no alterations are made which affect the function, physical or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems identified below:

Hoses and hose end fittings

Labeling requirements

FMVSS 108 – Lamps, Reflective Devices and Associated Equipment

A The following statement is applicable to Chassis Cab (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to FMVSS 108 if it is completed with a body over 80 inches wide providing the following conditions are met:

1. Each of these devices must be properly installed on the completed vehicle and meet all the requirements of FMVSS 108:
   a. The following devices when provided, located and/or wired by General Motors meet the requirements of this standard:

Headlamps and/or foglamps
Front side marker reflex reflectors
Front side marker lamps
Front turn signal lamps
Turn signal operating unit
Turn signal flasher
Vehicle hazard warning signal operating unit
Vehicle hazard warning signal flasher
Mud flaps w/reflectors (Tractor only)
Front cab roof clearance and identification lamps
Rear reflex reflectors
Tail lamps
Stop lamps
License plate lamp
Rear turn signal lamps
Back-up lamps
Center high-mounted stop lamp
Rear cab conspicuity reflectors (Tractor only)

   b. No part of the completed vehicle shall be installed so as to prevent any of the devices listed in (a) above from meeting their required photometric output at the specified test points. If such interference exists, the applicable devices may have to be relocated or additional devices added to meet the requirements of FMVSS 108. Any FMVSS 108 part shall not be painted.

   c. The following additional devices must be installed on the van body and meet all the requirements of this standard:

Rear side marker lamps
Front and rear clearance lamps
Rear side marker reflex reflectors
Front and rear identification lamps

(FMVSS 108 — continued on next page)

(FMVSS 108 — continued from previous page)

d. The following additional devices must be installed on the van body and meet all the requirements of this standard if the overall vehicle length is 30 feet or greater:

Intermediate side marker lamps — Intermediate side reflex reflectors

e. C/K 300(03) and Medium Duty C6, C7, F7 Chassis Cabs with Roof Marker Lamp – Delete, Option 9H5 will comply with Standard 108 provided clearance and identification marker lamps are installed on the completed vehicle.

2. No alterations (other than any relocation of items in 1(a) which may be necessary to conform to the standard) should be made which affect the location, mounting surfaces, function, environment or visibility clearance of the above listed devices which have been installed on this incomplete vehicle.

Body Builders or Dealers, after removing wooden shipping bumper, must relocate rear tail, stop and turn lights by switching the left hand and right hand brackets and lamp assembly so that the lights are mounted outboard of the shipping position. Two additional installation bolts are included in the Incomplete Vehicle Document Envelope.

FMVSS 111 – Rearview Mirrors

B The following statement is applicable to a 1500/2500/3500 Series Chassis Cab (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to FMVSS 111 providing there is conformity to the following appropriate requirements: (1) the driver's seat location is not altered and a body, of not more than 80 inches in overall width, is installed symmetrically about the vehicle centerline; (2) when outside rearview mirror option DF2, DG5, 8B2, 8G9, 9F7 or 9F8 is ordered and the driver's seat location is not altered and a body, of not more than 96 inches in overall width, is installed symmetrically about the vehicle centerline; (3) when the seat is installed by the final stage manufacturer (w/8E2) in a different location than a production vehicle, the vehicle will conform to the requirements of paragraph S6 or S7 of FMVSS 111 when outside rearview mirror option DF2, DG5, 8B2, 8G9, 9F7 or 9F8 is ordered and a body, of not more than 96 inches overall width, is installed symmetrically about the vehicle centerline.

E The following statement is applicable to M/L05/06 Van, Suburban, G05, 06 Vans, ST Pickup and Blazer/Yukon (unless otherwise noted on the cover of this document).

This vehicle will conform to FMVSS 111 providing no alterations or substitutions are made to the outside or inside mirrors furnished with the vehicle, the driver's seat location is not altered and the body width is not increased.

FMVSS 112 – Headlamp Concealment Devices

A The following statement is applicable to all four basic types of incomplete vehicles (unless otherwise noted on the cover of this document).

Conformity with FMVSS 112 is not substantially affected by the design of this incomplete vehicle and General Motors makes no representation as to the conformity with this standard.

FMVSS 113 – Hood Latch System

A The following statement is applicable to Chassis Cab, Van, Cutaway Van, Utility and Suburban (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to FMVSS 113 providing no alterations are made which affect the function, physical or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems identified below:

Hood latch systems, which may include but are not limited to:

Hood latch (catch) assembly
Hood latch support assembly
Hood latch pilot
Hood latch striker plate (hook)

FMVSS 114 – Theft Protection *(GVWR of 10,000 Pounds or Less)*

A The following statement is applicable to Chassis Cab, Bare Chassis, Van and Cutaway Van (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to FMVSS 114 providing no alterations are made which affect the function, physical or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems identified below:

Steering column lock assembly

U.S. CFR 49, PART 565/CMVSS 115 – Vehicle Identification Number

A The following statement is applicable to all incomplete vehicles (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to CMVSS 115 and U.S. CFR 49, part 567, providing no alterations are made to the Vehicle Identification Number or to the environment, location, vital spatial clearances or visibility of the VIN Plate.

FMVSS 116 – Motor Vehicle Brake Fluids

A The following statement is applicable to all three basic types of incomplete vehicles (unless otherwise noted on the cover of this document).

This incomplete vehicle, when equipped with approved hydraulic brake fluid will conform to FMVSS 116 providing no alterations are made which affect the physical or chemical properties of the brake fluid.

FMVSS 120 – Tire Selection and Rims for Vehicles Other than Passenger Cars

A The following statement is applicable to all three basic types of incomplete vehicles (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to FMVSS 120 providing no alterations are made which affect the function, physical or mechanical properties or the attachment of the wheels and tires.

The tire and wheel information shown on the Incomplete Vehicle Document Label must be transferred to the final stage manufacturer's Certification label or Tire Information Label providing no equipment changes are made.

FMVSS 124 – Accelerator Control Systems

A The following statement is applicable to Chassis Cab, Van and Cutaway Van (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to FMVSS 124 providing no alterations are made which affect the function, physical or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems identified below:

Accelerator control systems, including but not limited to:

Lever, throttle or accelerator and supporting bracket
Cable or rod, throttle or accelerator and support bracket including seals
Electronic throttle control assembly and related wiring
Cruise control module, wiring and cable (if so equipped)
Spring(s)-throttle or accelerator return
Pedal-throttle or accelerator and attachments
Floor covering material must not be installed under pedal nor within 1 inch of side of pedal
Attachment pin, hole or ball stud to carburetor/port fuel injection unit throttle lever

FMVSS 201 – Occupant Protection in Interior Impacts *(GVWR of 10,000 Pounds or Less)*

A The following statement is applicable to Chassis Cab and Cutaway Van (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to FMVSS 201 providing no alterations are made which affect the function, physical or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems identified below:

Instrument panel
Seats
Interior compartment doors
Sunvisors
Arm rests
Headliner
Upper interior trim

FMVSS 202 – Head Restraints *(GVWR of 10,000 Pounds or Less)*

A The following statement is applicable to Chassis Cab, Cutaway Van, Van, Suburban, Pickup and Blazer/Yukon (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to FMVSS 202 providing no alterations or substitutions are made to the seat assemblies.

FMVSS 203 – Impact Protection for the Driver from the Steering Control System *(GVWR of 10,000 Pounds or Less)*

A The following statement is applicable to Chassis Cab and Cutaway Van (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to FMVSS 203 providing no alterations are made which affect the function, physical or mechanical properties, elements, location or vital spatial clearances of the components, assemblies or systems identified below:

Instrument Panel
Driver seat assembly
Steering column assembly, including steering wheel

FMVSS 204 – Steering Control Rearward Displacement *(GVWR of 10,000 Pounds or Less)*

A The following statement is applicable to Chassis Cab, Van, Suburban and Utility (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to FMVSS 204 providing no alterations are made to the cab and front end sheet metal and structural components, roof, hood, hood mechanism, doors, fenders, pillars, fender reinforcement, cowl, bumpers and bumper mounting system, frame/frame reinforcement, front suspension and front crossmember or steering control system or other components that would affect the steering control system displacement in a 30 m.p.h. fixed barrier impact.

FMVSS 205 – Glazing Materials

A The following statement is applicable to Chassis Cab, Van, Cutaway Van, Pickup and Utility (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to FMVSS 205 providing no alterations are made which affect the physical or chemical properties of the glazing material or the monogram or the visibility of the monogram.

FMVSS 206 – Door Locks and Door Retention Components *(Not Applicable to Bus)*

A The following statement is applicable to Cutaway Van, Van and Chassis Cab (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to FMVSS 206 providing no alterations are made which affect the function, physical or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems identified below:

Door and pillar systems, including but not limited to:

Door lock
Inside lock control linkage
Door latch
Door wedges
Door latch striker plate
Door hinge
Exterior door handles

FMVSS 207 – Seating Systems

A The following statement is applicable to Chassis Cab and Cutaway Van (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to FMVSS 207 providing no alterations are made which affect the function, physical or mechanical properties, environment, location and vital spatial clearances of the components, assemblies or systems provided and identified below:

Seating systems, including but not limited to:

Seat assembly
Folding seat or seat back latch assembly
Seat or seat back latch striker
Seat riser
Seat adjuster assembly
Seat or seat back latch assembly
Seat or seat back latch release control
Seat anchorages brackets, reinforcements, attachment hardware, etc.

If the intermediate or final stage manufacturer installs any additional seats, they will also have to meet the requirements of this standard.

FMVSS 208 – Occupant Crash Protection

A The following statement is applicable to the vehicles having an unloaded vehicle weight of more than 5500 pounds or a GVWR greater than 8500 pounds.

This incomplete vehicle, when completed, will conform to FMVSS 208 providing no alterations are made to the number, location or configuration of the designated seats/seating positions or to the number, placement, installation or model number of the seat belt assemblies of this incomplete vehicle.

B The following statement is applicable to vehicles having an unloaded vehicle weight of 5500 pounds or less and a GVWR of 8500 pounds or less but without AQ8, VK5, YF7, 8E2, and to G31706 Vans with seating arrangement RPO ZX2.

This incomplete vehicle, when completed, will conform to FMVSS 208 providing it is completed in accordance with the following specific conditions by the final stage manufacturer:

1. The front seat belts provided by General Motors will conform to the requirements of FMVSS 208, providing no alterations are made to:
   a. the number, location or configuration of the designated seating positions; and
   b. the number, placement, installation or model number of the seat belt assemblies provided; and
   c. the instrument panel or its mounting, the steering column/shaft or its mounting, the knee bolster or its mounting, the steering wheel, horn pad, driver air bag module or its mounting and covering, passenger air bag module or its mounting or covering (if so equipped), air bag crash sensors, Sensor Diagnostic Module (SDM) in *C/K, M/L* and *G* Vans, and all air bag system wiring. Do not relocate or move the SDM.

      Do not obstruct the path of air bag deployment. (See restricted area reference in appendix.)

      Do not mount any components that produce more than a 20 Gauss magnetic field as measured at the SDM. Speakers/*magnets* must be located at least 5 inches from the SDM.

      You must disconnect the SDM before doing any welding on the vehicle, otherwise do not disconnect the SDM.

(FMVSS 208 — continued on next page)

(FMVSS 208 — continued from previous page)

If the sunshade is removed or altered, a new Inflatable Restraints System Caution label must be installed per the sketch found in Part III of this document. A label has been shipped loose. In order to be in compliance with FMVSS 208 no other label shall be installed on the same side of the sunvisor as the Inflatable Restraint Caution (Air Bag) label. Instrument panel temporary warning label must not be removed.

NOTE: All air bag components have yellow connectors.

CAUTION: To help avoid Personal Injury Due to unwanted air bag inflation, observe the following precautions!

Do not weld, solder, braze, hammer, machine, drill, heat, electrical splice, add onto, remove, relocate, test, paint, loosen or in any way alter air bag components or wiring or fuses. Carpet may be put over the SDM if an appropriate moisture barrier (such as a rubber matted backing) is supplied.

When performing any operation around air bag components or wiring including but not limited to any operations around the instrument panel, electrical wiring and fuse block, steering column/wheel, and the engine compartment you must disable the air bag system prior to the operation. If the vehicle is equipped with an SDM, you must disable the air bag system prior to upfitting. *Note: Striking or dropping a powered SDM may cause air bag deployment.* The air bag system must be enabled after operation completion. This must be verified before shipping the vehicle. Instructions for disabling and enabling the air bag system can be found in the GM service manual for the specific product line.

d. the vehicle frame, front bumper system, front sheet metal or other front structure, roof structure, doors, floor pan, driveline or contents of the engine compartment by any subsequent manufacturer which would result in any difference from the modified vehicle's deceleration if the modified vehicle were to be subjected to barrier impact tests conducted per FMVSS 208.

2. The rear seat belts provided by General Motors will conform to FMVSS 208 providing no alterations are made to the number, location or configuration of the designated seats/seating positions or to the number, placement, installation or model number of the seat belt assemblies of this incomplete vehicle.

FMVSS 209 – Seat Belt Assemblies

A The following statement is applicable to Chassis Cab, G or M/L05 Vans (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to FMVSS 209 providing no alterations or substitutions are made to the seat belt assemblies, attachment hardware, Owner's Manual Instructions or seats provided. For vehicles having GVWR of 8500 pounds or less, the vehicle model number as shown on the label on the cover of this document must be included on the final stage manufacturer's certification label.

FMVSS 210 – Seat Belt Assembly Anchorages

A The following statement is applicable to Chassis Cab, G05 or M/L05 Vans (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to FMVSS 210 providing no additional occupant seats or seat belt assembly anchorages are added and no alterations are made which affect the function, physical or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems identified below:

Seat belt systems, including but not limited to:

Seat assemblies
Floor pan assembly
Seat belt routing
Seat belt assemblies
Seat position/adjustment capability
Seat belt anchorage brackets/reinforcements
Child restraining Anchorage

FMVSS 212 – Windshield Mounting *(GVWR of 10,000 Pounds or Less)*

A This Chassis Cab or Van, when completed, will conform to FMVSS 212 if:

1. No alterations are made to the cab and front end structural components including roof, hood and hood mechanism, doors, fenders, pillars, fender reinforcement, cowl, bumpers and bumper mounting system, windshield and windshield mounting system and frame/frame reinforcement.

2. The maximum weight of the body and/or equipment installed must be such that the completed vehicle's unloaded vehicle weight does not exceed the values specified in Table "A", as applicable.

3. The center of gravity for the respective body type of the installed body and accessories does not exceed the maximum center of gravity height specified in Table "A".

4. The height above the frame of the body or accessories does not exceed the maximum body height specified in Table "A".

5. The clearance between the rear most part of the cab and the front of the body is not less than the minimum cab to body clearance specified in Table "A".

6. The minimum vertical clearance between the cab roof and any portion of the installed body or accessories that extends over the cab roof must not be less than eight inches.

7. The maximum body weight does not exceed the value specified in Table "A".

8. During a 30 m.p.h. frontal barrier impact test, no component installed by any subsequent manufacturer shall move forward from its permanently mounted position.

FMVSS 214 – Side Impact Protection *(GVWR of 10,000 Pounds or Less – Static) (GVWR of 6,000 Pounds or Less – Dynamic)*

A The following statement is applicable to Chassis Cab, Van, Suburban, Pickup and Utility (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to FMVSS 214 providing no alterations are made to the cab, roof, floor, side pillars, fuel system, chassis, structural components and door assemblies.

FMVSS 216 – Roof Crush Resistance *(GVWR of 6,000 Pounds or Less)*

A The following statement is applicable to M/L Vans, Pickups and Utility with a GVWR of 6000 pounds or less (unless otherwise noted on the cover of this document).

This incomplete vehicle conforms to FMVSS 216 providing no alterations are made to the cab, roof, side pillar, structural components and door assemblies.

FMVSS 219 – Windshield Zone Intrusion *(GVWR of 10,000 Pounds or Less)*

A The following statement is applicable to Chassis Cab (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to FMVSS 219 providing: no alterations are made to the cab and front end structural components, the hood and hood mounts; the vehicle does not exceed the Chassis Cab unloaded vehicle weight specified in Table “A”; and during a 30 m.p.h. frontal barrier impact test: (1) no component installed by any manufacturer shall prevent the hood from folding upward along the lateral centerline; and (2) no component installed by any manufacturer shall penetrate the windshield or protected zone.

Not applicable to walk-in vans, motor homes, tow trucks, ambulance, and other emergency/rescue/medical vehicles to those equipped for wheelchairs.

FMVSS 301 – Fuel System Integrity MPV'S, Trucks and Buses *(GVWR of 10,000 Pounds or Less)*

A The following statement is applicable to Chassis Cab and Van (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to FMVSS 301 providing it is completed in accordance with the following specific conditions by the final stage manufacturer:

1. The following items when installed by General Motors will conform providing no alterations are made which affect the function, physical or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems identified below:

   Fuel feed pipes – front, rear and intermediate
   Fuel return pipes – front and rear
   Fuel feed and return hose – front rear and intermediate
   Fuel tank assembly
   Fuel vapor lines and cannister
   Fuel tank meter assembly
   Fuel tank shields/cage
   Fuel tank filler neck plate
   Fuel tank cap assembly
   Fuel tank filler neck screws
   Fuel tank filler neck hose
   Fuel tank filler neck vent hose
   Fuel tank filler neck vent hose clamp/strap
   Fuel tank filler neck hose clamp/clamp assembly
   Fuel tank filler neck assembly upper
   Fuel filter
   Fuel hose shield

2. This incomplete vehicle, when completed, will conform to FMVSS 301 Fuel System Integrity if:
   a. No alterations are made to the fuel system and attaching or protective structure.

   b. The unloaded cab chassis vehicle weight of the completed vehicle does not exceed the weight listed in Table "A" as applicable.

   c. Any subsequent manufacturer completes the fuel filler neck installation according to the instructions available in the current year's Body Builders' Book.

   d. During all barrier impact tests:
      i. No component installed by any subsequent manufacturer impinges or causes distortion to the fuel system with sufficient energy to puncture or separate the fuel system.

      ii. No vehicle modification by any subsequent manufacturer results in any portion of the vehicle impinging upon or causing distortion to the fuel system with sufficient energy to puncture or separate the fuel system. Care should be taken that the structural integrity of the vehicle is restored following any modification of the structure.

2001 S/T and C/K Pickup Box Removal Program – TABLE A

Model	General Body Type	Maximum Body Center of Gravity Height (inches)	Maximum Body Height (inches)	Minimum Cab to Body Clearance (inches)	Maximum Unloaded Vehicle Weight with Service Body (lbs)	Maximum Body Weight (lbs)
S10803* 4,900 LB GVWR / 117.9" WB 47.1" CA / Regular Cab	Low Service	9.6 above the frame	Under 22.0	3	3,725	710
CC15743 8,600 LB GVWR / 153.0" WB 42.0" CA / Crew Cab	Low Service	14.0 above the frame	Under 62.0	3	7,272	1,700
CK15743 8,600 LB GVWR / 153.0" WB 42.0" CA / Crew Cab	Low Service	14.0 above the frame	Under 62.0	3	6,976	1,700
CC15903 6,400 LB GVWR / 133.0" WB 55.9" CA / Regular Cab	Low Service	14.0 above the frame	Under 62.0	3	5,034	1,100
CK15903 6,400 LB GVWR / 133.0" WB 55.9" CA / Regular Cab	Low Service	14.0 above the frame	Under 62.0	3	5,246	1,100
CC25903 8,600 LB GVWR / 133.0" WB 55.9" CA / Regular Cab	Low Service High Service	14.0 above the frame 20.3 above the frame	Under 62.0 62.0 & over	3	7,272	1,700 2,600
CK25753 8,600 LB GVWR / 143.5" WB 42.0" CA / Extended Cab	Low Service	14.0 above the frame	Under 62.0	3	6,689	1,700

* U.S. Only

Weight of pickup box: 360 lbs. (260 lbs. ST) / Weight of rear bumper: 53 lbs. (35 lbs. ST)
Maximum Body Weight = Maximum Unloaded Vehicle Weight – Curb Weight without Pickup Box and Bumper
Note: Vehicle curb weight can be obtained from label inside driver's door.

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2001 S/T and C/K Pickup Box Removal Program – TABLE A (Continued)

Model	General Body Type	Maximum Body Center of Gravity Height (inches)	Maximum Body Height (inches)	Minimum Cab to Body Clearance (inches)	Maximum Unloaded Vehicle Weight with Service Body (lbs)	Maximum Body Weight (lbs)
CC25903 9,200 LB GVWR / 133.0" WB 55.9" CA / Regular Cab	Low Service High Service	14.0 above the frame 20.3 above the frame	Under 62.0 62.0 & over	3	7,272	1,700 2,600
CK25903 9,200 LB GVWR / 133.0" WB 55.9" CA / Regular Cab	Low Service	14.0 above the frame	Under 62.0	3	6,730	1,700
CC25943 9,200 LB GVWR / 167.0" WB 55.9" CA / Crew Cab	Low Service High Service	14.0 above the frame 20.3 above the frame	Under 62.0 62.0 & over	3	8,520	1,700 2,600
CK25943 9,200 LB GVWR / 167.0" WB 55.9" CA / Crew Cab	Low Service	14.0 above the frame	Under 62.0	3	8,520	1,700
CC25953 9,200 LB GVWR / 157.5" WB 55.9" CA / Extended Cab	Low Service High Service	14.0 above the frame 20.3 above the frame	Under 62.0 62.0 & over	3	8,254	1,700 2,600
CK25953 9,200 LB GVWR / 157.5" WB 55.9" CA / Extended Cab	Low Service	14.0 above the frame	Under 62.0	3	7,750	1,700

Weight of pickup box: 360 lbs. (260 lbs. ST) / Weight of rear bumper: 53 lbs. (35 lbs. ST)
Maximum Body Weight = Maximum Unloaded Vehicle Weight – Curb Weight without Pickup Box and Bumper
Note: Vehicle curb weight can be obtained from label inside driver's door.

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FMVSS 302 – Flammability of Interior Materials

A The following statement is applicable to Chassis Cab, Van, Suburban, Pickup and Utility (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to FMVSS 302 providing no alterations or substitutions are made which affect any materials, parts or components identified below and installed on the vehicle by General Motors:

Seat cushions
Seat backs
Seat belts
Headlining
Arm rests
Floor covering
Console
Compartment shelves
Sunvisors
Curtains
Shades
Wheel housing covers
Head restraints
Engine compartment covers
Instrument panel
All trim panels including door, front, rear and side panels
Any other interior materials, including padding and crash deployed elements that are designed to absorb energy on contact by occupants in the event of a crash

Canada Motor Vehicle Safety Standards

CMVSS NO.	TITLE		CHASSIS CAB	CUTAWAY VAN
1101	Emission device		A	A
1102	Crankcase emission		A	A
1103	Exhaust emission		A	A
1104	Opacity (Diesel engine only)		A	A
1105	Evaporate emissions (Vehicles 6,000 lbs. GVW or less)		A	A
1106	Noise		A	A
108	Lighting equipment (Daytime running lamps)		A	A
	CANADA RADIO INTERFERENCE REGULATION			
	Radio Noise	A	—	A

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STATEMENTS REGARDING CANADA MOTOR VEHICLE SAFETY STANDARDS

C The following statement is applicable to all three basic types of incomplete vehicles (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to the above standards except CMVSS 1106 providing no alterations are made which affect the function, physical or mechanical properties, environment, locations or vital spatial clearances of the components identified below:

* Engine assembly
* Carburetor/T.B.I. and choke controls
* Ignition system
* A.I.R. system
  Exhaust emission control system
  P.C.V. system
* Intake system
* Exhaust system
* Catalytic converter
  Fuel system
  Evaporative emission control system
* Transmission assembly
* Axle
* Tires
* Fan and drive
* Diesel fuel injection controls
  Turbocharger and associated controls
* Noise shields/insulation

Conformity with CMVSS 1106 is not determined solely by the design of this incomplete vehicle. Providing no alterations are made to the noise attenuation components identified thus * in the above list, the capability exists to certify the vehicle with the chassis components provided by General Motors.

CMVSS 108 – Lighting Equipment *(Daytime Running Lamps)*

A The following statement is applicable to all three basic types of incomplete vehicles (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to the Daytime Running Lamps requirements of CMVSS 108, providing no alterations are made to the ignition switch, system wiring or forward, park or turn lamps.

Radio Noise Interference

A The following statement is applicable to all three basic types of incomplete vehicles (unless otherwise noted on the cover of this document).

This incomplete vehicle, when completed, will conform to the above regulations providing no alterations or substitutions are made which affect any parts of components identified below:

VCM/PCM	Spark plug wires
Ignition wires & plugs	Ignition coil(s)

U.S. EPA and California Exhaust and Evaporative Emission Requirements and NHTSA Fuel Economy Regulations

Incomplete vehicles come in three major classifications: (1) Light Duty trucks (Light and Medium Duty in California) are certified by the primary manufacturer and the vehicle is labeled as being in compliance with emission and fuel economy requirements. (2) Heavy Duty Vehicles are required to have an engine certified by the engine manufacturer and the engine is labeled as being in compliance with emission requirements. (3) Light Duty Vehicles certified and labeled by the final stage manufacturer as being in compliance with emission and fuel economy requirements.

In addition, all gasoline powered Federal/California Light Duty, Medium Duty and Heavy Duty Vehicles are required to have an approved fuel evaporative emission control system. Vehicles certified to Heavy Duty emission standards also require special evaporative emission labeling. In order to assure that Environmental Protection Agency (EPA), National Highway Traffic Safety Administration (NHTSA), and California Emission Certification and/or Fuel Economy regulations are met, this vehicle must be completed in strict accordance with all instructions contained in this manual, especially the following instructions which relate to:

A Vehicle Curb Weight, Frontal Area* and Gross Vehicle Weight

B Emission Related Components

C Specifications for Fill Pipes and Opening of Motor Vehicle Fuel Tanks

D Labels

* Frontal area is measured utilizing procedures described in Mobile Source Air Pollution Control Advisory Circular No. 73 available from the U.S. Environmental Protection Agency.

A VEHICLE CURB WEIGHT AND FRONTAL AREA (APPLICABLE ONLY TO VEHICLES OF 8,500 POUNDS GVWR OR LESS)

1. **Heavy Duty Vehicles (8,500 pounds GVWR or less)** – To enable compliance with Heavy Duty emission regulations, completed vehicles equipped with powertrains indicated *must exceed* curb weights or frontal areas shown below:

G31303

6.5L V8 Diesel	(L65)	All	6,000	45.0 sq. ft.

The permissible unloaded curb weight and frontal area of this vehicle is specified on the Important Engine Information Label which is permanently affixed in the engine compartment of the vehicle conveys this information to the final stage manufacturer. To insure compliance with EPA requirements, the final stage manufacturer is responsible for insuring that the permissible unloaded curb weight and frontal area requirement is adhered to in the finished vehicle.

Note: Vehicles certified to *Heavy Duty* emission regulations and having a GVWR greater than 8,500 pounds have no specific completed vehicle curb weight or frontal area limitations dictated by emission certification requirements.

B EMISSION RELATED COMPONENTS

1. All vehicles.

Further compliance of this vehicle with EPA and/or California Emission Certification requirements will be maintained providing no alterations (except where noted) are made to the components identified below:

Engine assembly
Ignition system
Exhaust emission control system
Crankcase emission control system
** Evaporative emission control system
Air inlet system
Exhaust system
Catalytic converter
TBI unit
Electronic closed loop TBI system
EGR system
Fuel system
* Transmission assembly
* Axle ratio
* Tires
Diesel fuel injection controls
Turbocharger and associated controls
Electronic closed loop carburetor system
Engine electronics (vcm/pcm)
Exhaust oxygen sensors

* Applicable only to Light Duty Trucks.

** All Federal/California gasoline powered heavy duty vehicles will have an evaporative emission control system that is certified for a fuel tank capacity not to exceed the amount shown on the Vehicle Evaporative Emission Control Information Label located on the air cleaner (P30), the radiator support bracket (C6, C7, P12) and on the fan shroud (C/K 2500, 3500, G Van). Persons wishing to add fuel tank capacity above the amount shown must contact California Air Resources Board and/or submit a written statement to the EPA Administrator that the Hydrocarbon Storage System has been upgraded according to the requirements of 40 CFR 86.088-35 (g) (2).

In addition, compliance with applicable fuel evaporative emission regulations will be maintained if no alterations are made to the fuel filler neck(s) and any subsequent manufacturer completes the fuel filler neck installation(s) and fuel level sender installation(s) where applicable according to the instructions which are furnished in the loose parts box and also available in the current year's Body Builders' Book.

Compliance with applicable fuel evaporative emission regulations will be maintained if no alterations are made to change material or increase the size or length, of the following nonmetallic fuel and evaporative emission hoses.

Fuel feed hoses front and rear
Fuel return hoses front and rear
Fuel tank filler hoses to filler neck
Fuel tank vent hoses to filler neck
Fuel vapor lines at cannister
Fuel vapor lines from engine to chassis pipes
Fuel vapor lines from fuel tank sender to chassis pipes

2. The following is applicable to models C6H042, C7H042 and C7H064 with gasoline engines and option NJ2-Temporary Fuel Tank which will be converted fur use with alternative fuels.

   Compliance with applicable exhaust and evaporative emission requirements is the responsibility of the final stage manufacturer. General Motors makes no representation as to the conformity with applicable exhaust and evaporative emission requirements.

C SPECIFICATIONS FOR FILL PIPES AND OPENINGS OF MOTOR VEHICLE FUEL TANKS (APPLICABLE ONLY TO CALIFORNIA GASOLINE POWERED VEHICLES)

This incomplete vehicle, when completed, will conform to Title 13, California Administrative Code Chapter 3 Air Resources Board Subchapter 7, "Specifications for Fill Pipes and Openings of Motor Vehicle Fuel Tanks," if no alterations are made to the fuel filler neck(s) and any subsequent manufacturer completes the fuel filler neck installation(s) according to the instructions which are furnished in the loose parts box and also available in the current year's Body Builders' Book.

Pickup Box Removal Fuel Fill System Modifications for Gasoline Vehicles

Certain guidelines must be adhered to in modifying the fuel fill and vent system to ensure that the completed product meets the manufacturer's requirements.

1 . The fuel fill and vent system must be installed such that there is adequate clearance between the fuel fill vent system and the tires under all operating conditions. Body attachment brackets must also be located such that there is adequate clearance to all fuel system components, such as the fuel lines and the fuel level sending unit, under all operating conditions.

2. The fuel fill/vent pipe system available from the dealer includes a number of additional hose retaining beads. The pipe can be trimmed at the hose retaining beads to adjust for the various chassis lengths and body widths. The pipes must be trimmed only at locations where a hose retaining bead is present. A hose retaining bead must be present at each pipe to hose interface in a modified fuel fill and vent system. Pipe ends must be free of burrs which may be detrimental to satisfactory assembly and/or function.

3. A minimum of 8.0 inches of fill hose must be maintained between the filler neck and the fuel tank as measured in an outboard direction from the tank surface (at the fill hose nipple) to the outlet end of the filler neck.

4. Both the fill and the vent hoses must be routed (and supported, if needed) such that there are no sags or kinks. Excess hose length may be removed as required provided hose does not kink. As viewed from the filler neck, pipes and hoses must have a downward slope toward the tank. There should be a minimum of 4° of downward slope in the fill and vent pipes at any location.

5. The fuel fill and vent system should be restrained in the upfit vehicle. This is necessary to avoid chaffing, fretting, rubbing, etc. which may cause wear to the pipes or hoses.

6. Fuel fill hose clamps are to be tightened to 22 lb.-in. torque.

7. Fuel vent hose clamps are to be tightened to 16 lb.-in. torque.

8. Route the rear axle vent hose using the clips on the frame and the bracket on the fuel filler neck assembly.

The parts required to replace the existing fuel fill system (ZW9 for the C/K Pickup) are:

– Pipe Assembly – Fuel Tank Filler Part Number: 15008136

– Pipe Tank Filler Cap Part Number: 15001538

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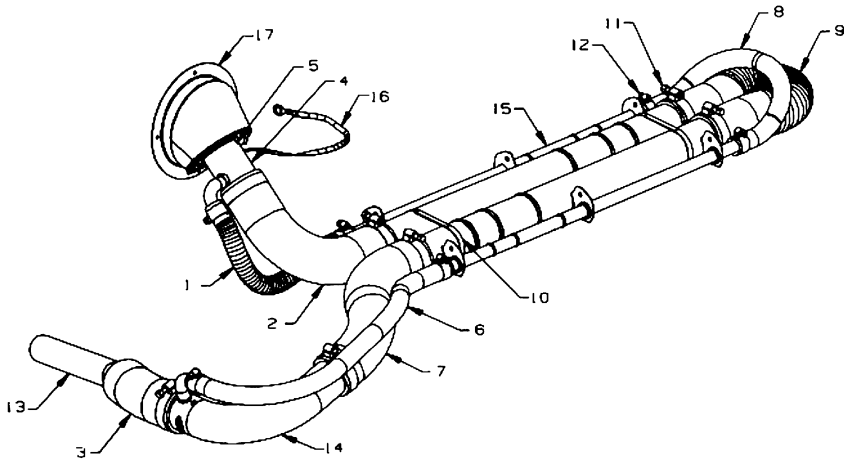
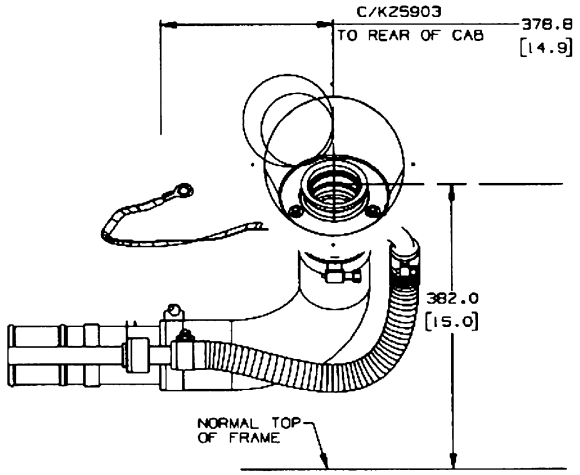
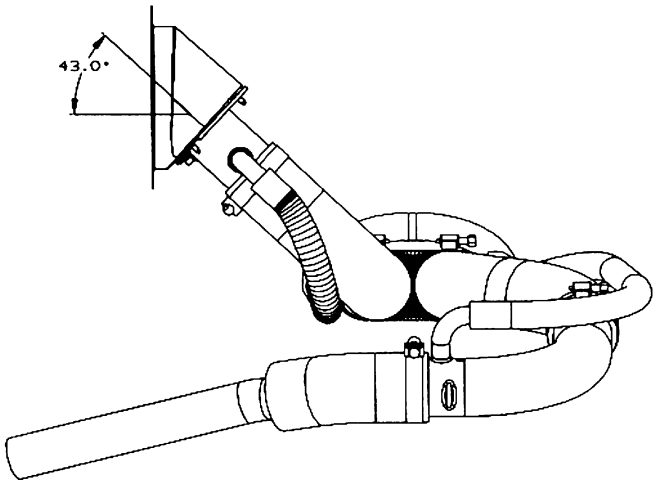
Fuel Tank Filler Neck (Gas)

ITEM	PART DESCRIPTION	PART NUMBER	QTY
1	HOSE-F/TNK FILL VENT (GAS)	15008140	1
2	HOSE-F/TNK FIL (GAS)	15008138	1
3	HOSE-F/TNK VENT (GAS)	15008154	1
4	PIPE-FUEL TANK FILL & VENT	15150198	3
5	SCREW ASM 15008154	11515348	3
6	HOSE-F/TNK FIL VENT (GAS)	15008148	1
7	HOSE-F/TNK FIL (GAS)	15008146	1
8	HOSE-F/TNK FIL VENT (GAS)	15008144	1
9	HOSE-F/TNK FIL (GAS)	15008142	1
10	TY WRAP	00790992	2
11	CLAMP VENT HOSE	03817244	7
12	CLAMP ASM	02464901	6
13	HOSE-FUEL FILL	15008152	1
14	PIPE-FUEL FILL & VENT	15008150	2
15	PIPE-FUEL TANK FILL & VENT	15150199	7
16	STRAP ASM-FUEL TANK FILL	08913856	1
17	HOUSING-FUELTANK FILL PIPE	15629096	1

15008136
+ZW9
GAS







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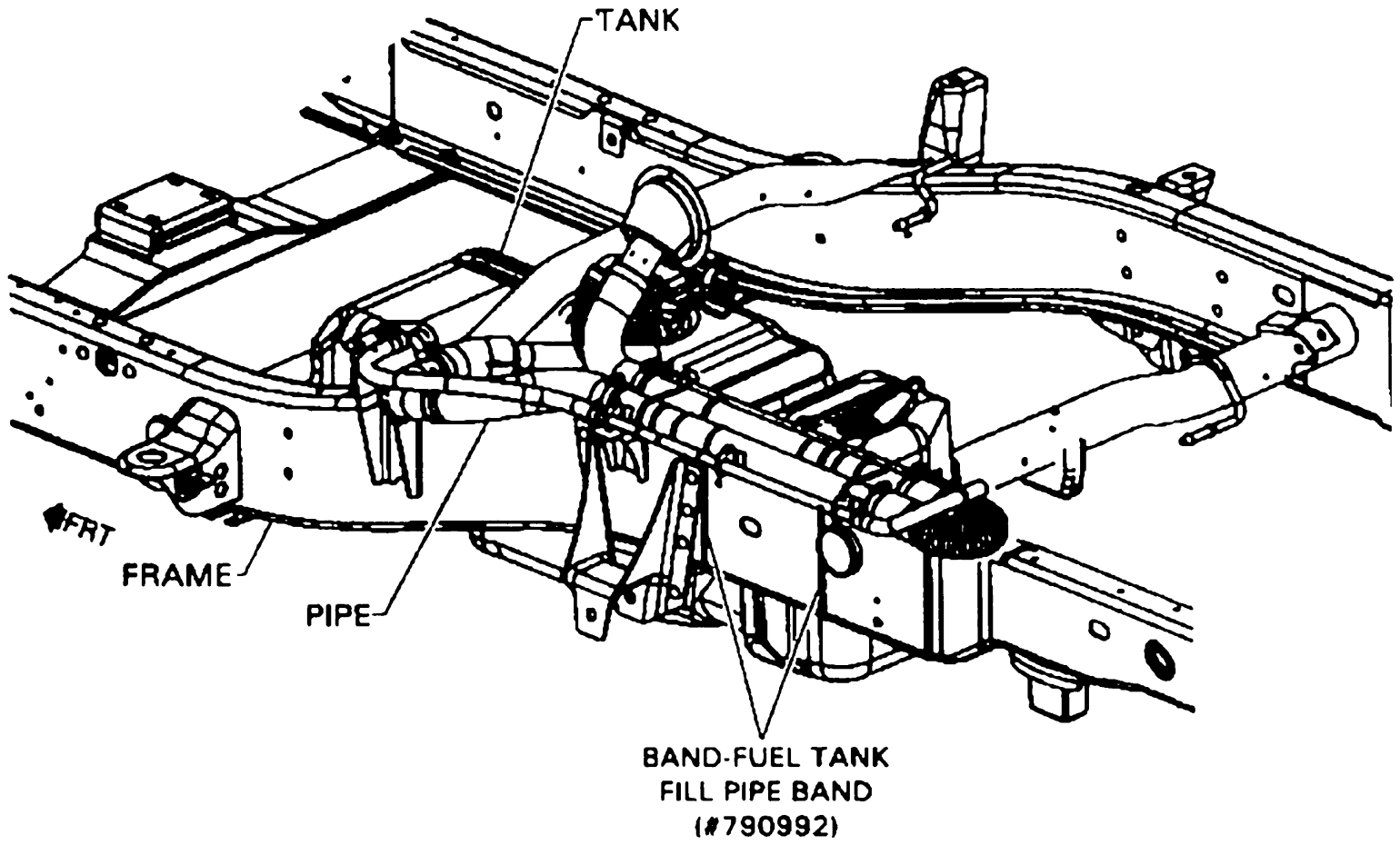
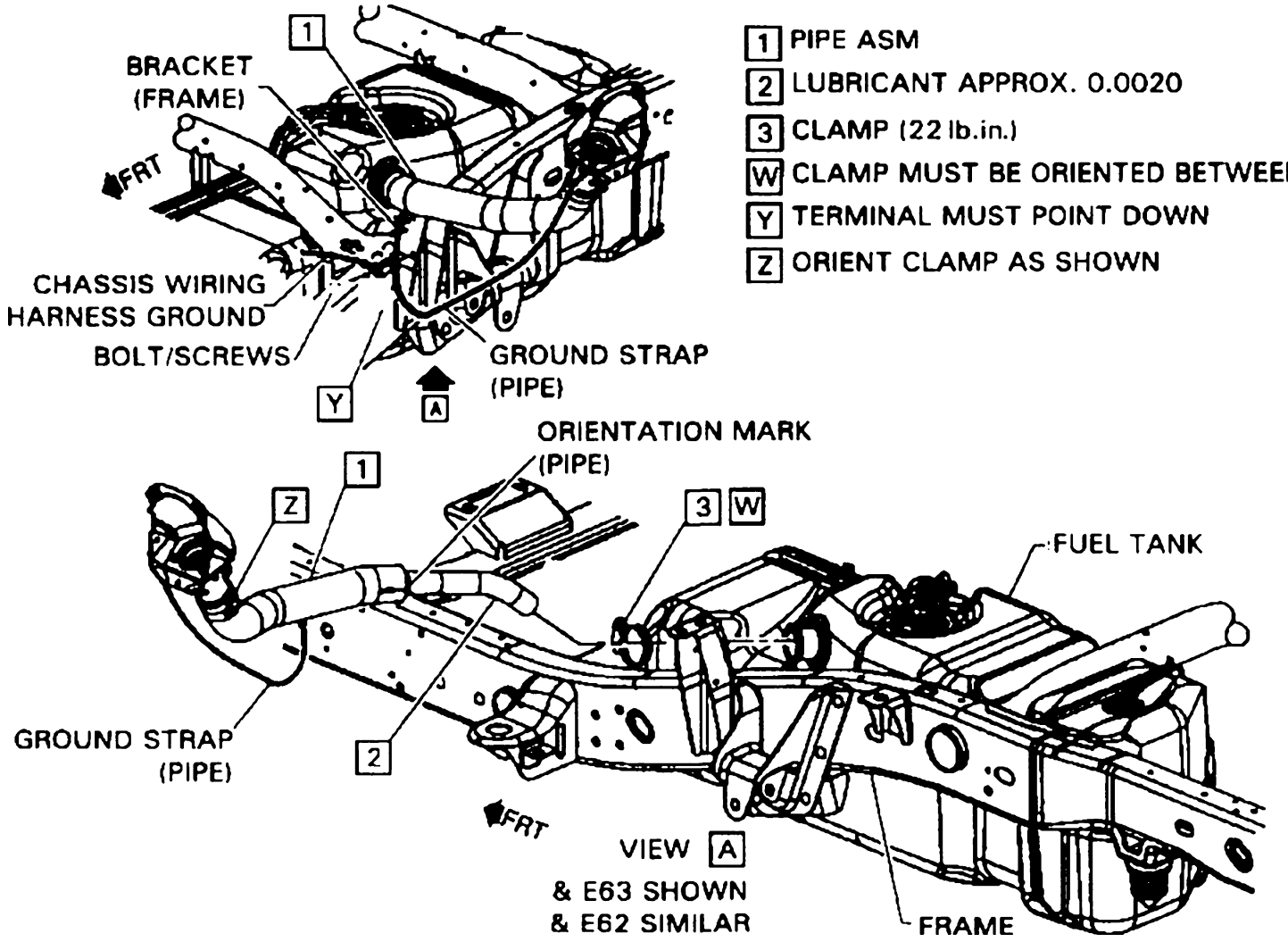
Fuel Filler Pipe Assembly to Frame – Chassis Cab (ZW9) Trucks



INSTALL FUEL FILL PIPE TO
LH FRAME RAIL WITH (Z) STRAP

S/T — GENERAL INFORMATION ONLY / C/K — ALL / DRAWINGS FOR C/K ONLY

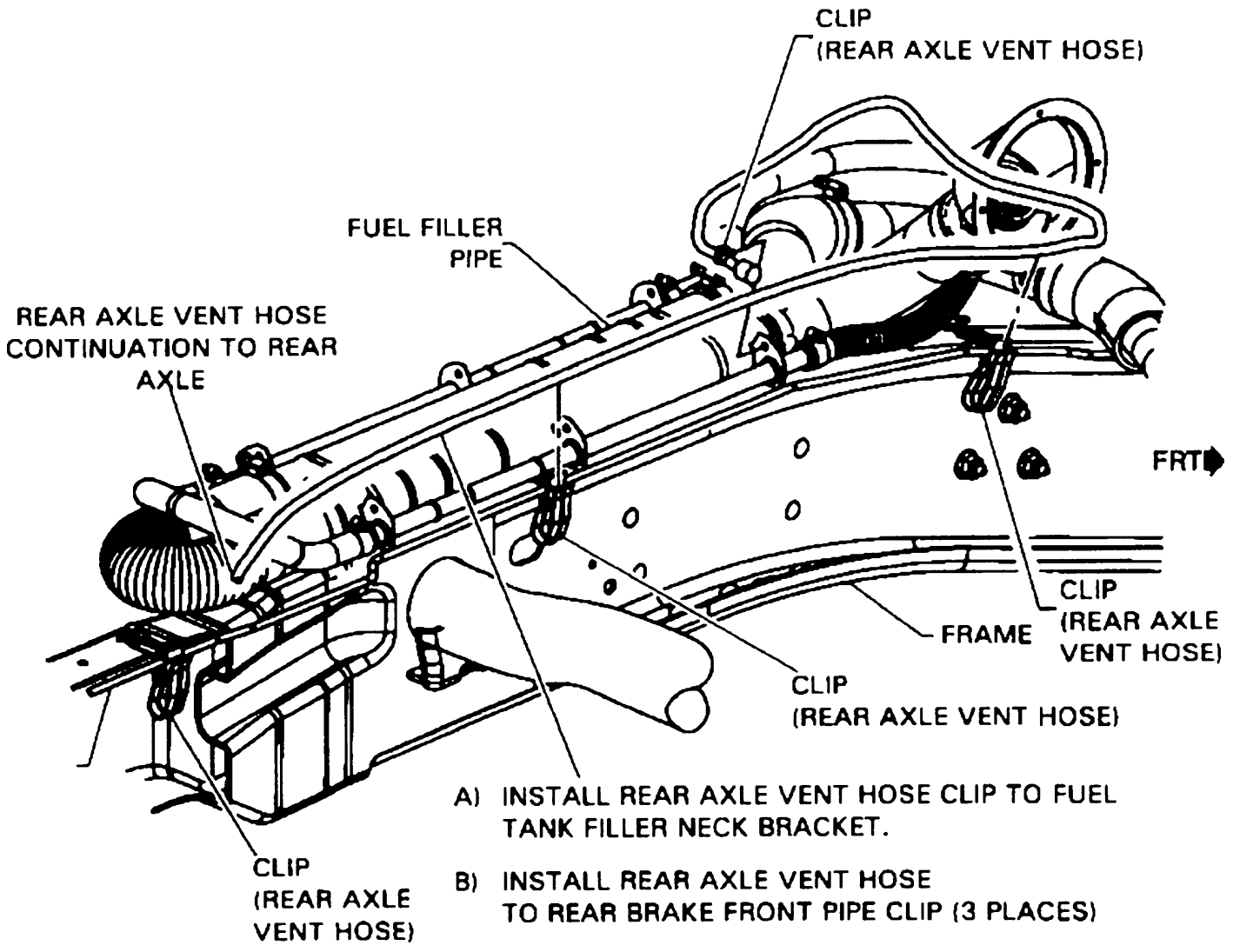
Fuel Filler Pipe Assembly to Frame – Pickups Without (ZW9)



1 PIPE ASM
2 LUBRICANT APPROX. 0.0020
3 CLAMP (22 lb.in.)
W CLAMP MUST BE ORIENTED BETWEEN 0° 60° AS SHOWN
Y TERMINAL MUST POINT DOWN
Z ORIENT CLAMP AS SHOWN

S/T — GENERAL INFORMATION ONLY / C/K — ALL / DRAWINGS FOR C/K ONLY

Fuel Filler Pipe Assembly to Frame – Rear Axle Vent Hose (ZW9)

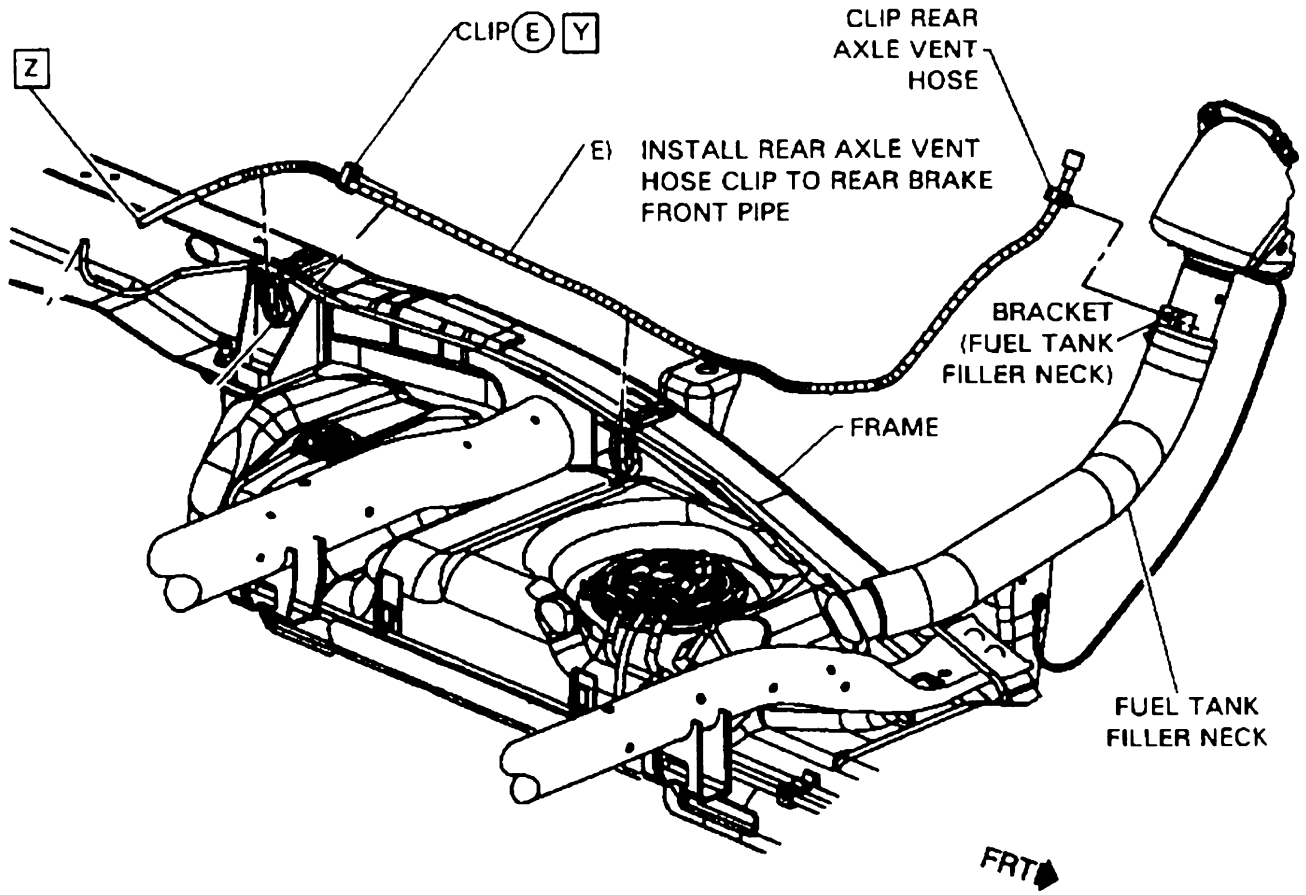


S/T — GENERAL INFORMATION ONLY / C/K — ALL / DRAWINGS FOR C/K ONLY

Fuel Filler Pipe Assembly to Frame – Rear Axle Vent Hose (ZW9)

[Z] SECURE VENT HOSE CLIP TO BRAKE LINE 10-25MM FORWARD OF BASKET CLIP.

[Y] FOR CONTINUATION OF OSE SEE "REAR AXLE VENT HOSE TO REAR AXLE" SHEET 4A1 - 3


CLIP (E) [Y]
[Z]
CLIP REAR AXLE VENT HOSE
(E) INSTALL REAR AXLE VENT HOSE CLIP TO REAR BRAKE FRONT PIPE
BRACKET (FUEL TANK FILLER NECK)
FRAME
FUEL TANK FILLER NECK
FRT

S/T — GENERAL INFORMATION ONLY / C/K — ALL / DRAWINGS FOR C/K ONLY

Pickup Box Removal Tail Lamp Wiring Modifications

REAR JUNCTION BLOCK

The tail lamp wiring on the All New C/K is routed to a junction block located at the rear of the vehicle. This junction block interfaces with the rear chassis harness and breaks out the license lamp, left turn lamp and right turn lamp connections (see page 73 for connector face view). A schematic diagram of the Rear Junction Block and tail lamp circuits is shown on page 74. On trucks without the Pickup Box Delete (ZW9) option, this junction block is attached to the underside of the box and therefore must be relocated when removing the box. On trucks with ZW9, this junction block is attached to the left frame rail (see pages 75 & 76).

The parts required to relocate the Rear Junction Block to left frame are as follows:

- Junction Block — Part Number: 12191376
- Junction Block Bracket — Part Number: 15034931
- Bolt/Screw (two required) — Part Number: 11516885

REAR TAIL LAMPS AND LICENSE PLATE LAMP

Trucks originally ordered with the ZW9 option will come equipped with separated function (stop, turn, park, backup) tail lamps which are mounted vertically and attached to the frame rails. These lamps were designed such that they will also comply with the requirements of FMVSS 108 if re-mounted horizontally (and to the FMVSS guidelines) by the upfitter. The license plate lamp assembly will be attached to the left frame rail as shown on page 77. Pages 77 to 81 provide the assembly sequence for the tail lamps and license plate lamp assemblies for trucks built with the ZW9 option.

The parts required to install the rear tail lamps and license plate lamp assembly are as follows:

- Tail Lamp Assembly – LH — Part Number:15029717
- Tail lamp Assembly – RH — Part Number:15029718
- Rear License Plate Lamp Assembly — Part Number:15154884
- Stud/plate Assembly (two required) — Part Number:15008506
- Nut (four required) — Part Number:11516796

(Continued on next page)

(Continued from previous page)

COMBINATION LAMPS ON ALL NEW C/K CHASSIS

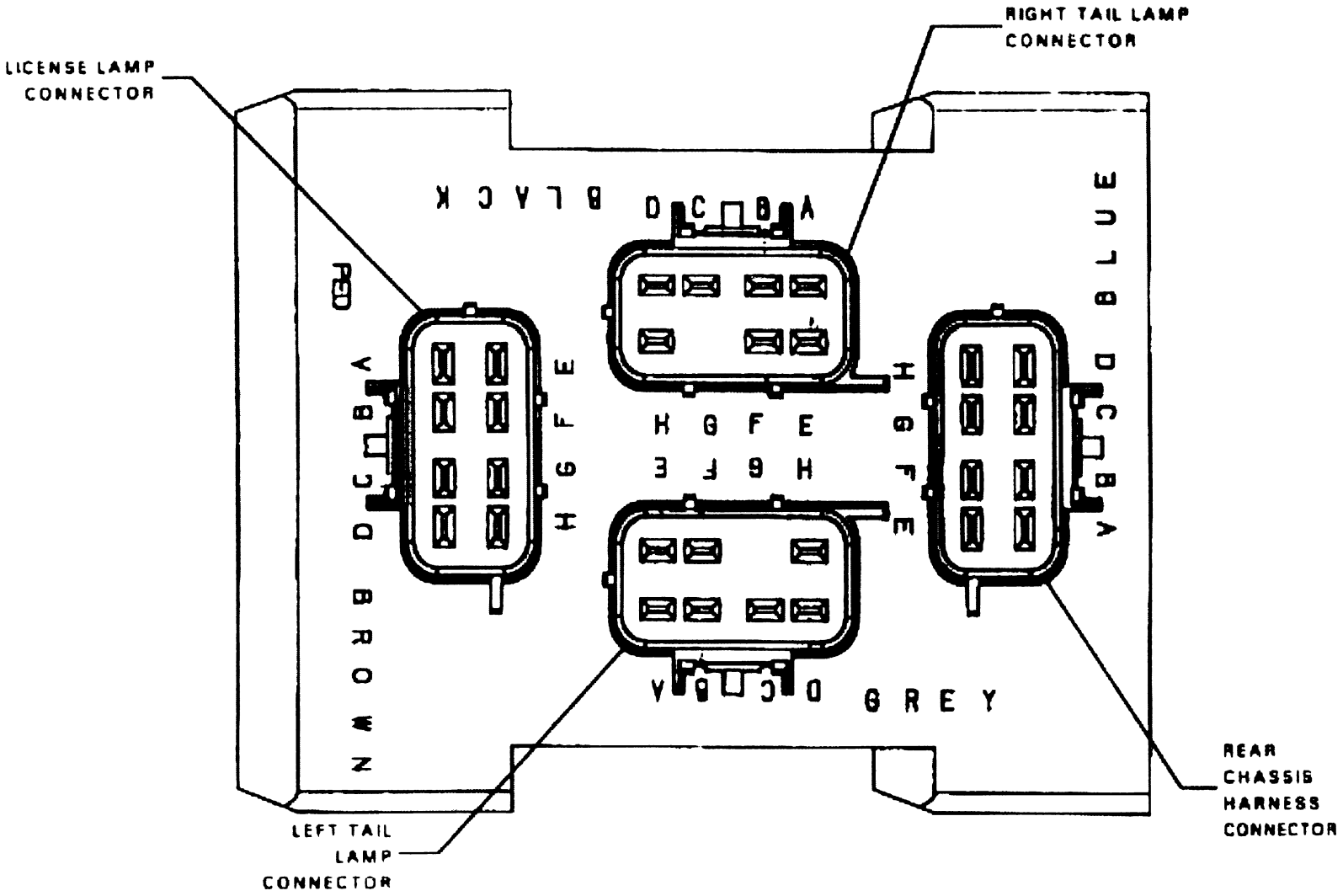
The All New C/K tail lamp wiring was designed for separated function Stop and Turn lamps, therefore, the tail lamp feeds from the rear junction block cannot be used directly for combination stop/turn lamps. Feeds for combined stop/turn lamps are, however, available off of the trailer tow harness. Trailer wiring is incorporated on all of the All New C/K trucks in one of two forms, Light Duty trailer wiring or Heavy Duty Trailer Wiring. On trucks with Light Duty trailer wiring, the trailer harness is tied back to rear crossmember (see Basic Trailer Wiring Package on page 82). On trucks with Heavy Duty trailer wiring the trailer harness is run to the universal trailer connector at the rear of the vehicle (see Heavy Duty Trailer Wiring Package on page 83).

The Left Stop/Turn Lamp feed can be accessed from the yellow wire (circuit 1618). The Right Stop/Turn Lamp feed can be accessed from the dark green wire (circuit 1619). A schematic diagram of the above mentioned trailer feed circuits is provided on page 84. If using these feeds, the upfitter must consider whether the truck will be used for trailer towing. If so, the upfitter must ensure that the loads of the truck stop/turn lamps combined with the trailer stop/turn lamps do not exceed the capacity of the circuits. Load guidelines for this, as well as splicing guidelines, can be found in the Upfitter Integration Electrical Guideline Manual.

REAR CHASSIS WIRING HARNESS AND REAR LAMP CONNECTOR FACES

A connector face diagram of the Rear Chassis Harness Connector is shown on page 85. As was mentioned above, under the Rear Junction Block heading, the Rear Chassis Harness interfaces with the Rear Junction Block where the rear lamp circuits are broke out. If the upfitter prefers to interface directly with this connector, thus eliminating the Rear Junction Block, an in-line mating connector is available and can be obtained by ordering part number 15326788. Connector faces for the Tail Lamp Connectors and Rear License Plate Lamp Connector are also provided and are shown on pages 86 through 88. Please note that these connectors can either be purchased from a local GM dealer or through Packard by calling 1-800-PACKARD (722-5273).

Rear Junction Block as Viewed from Rear of Vehicle with ZW9



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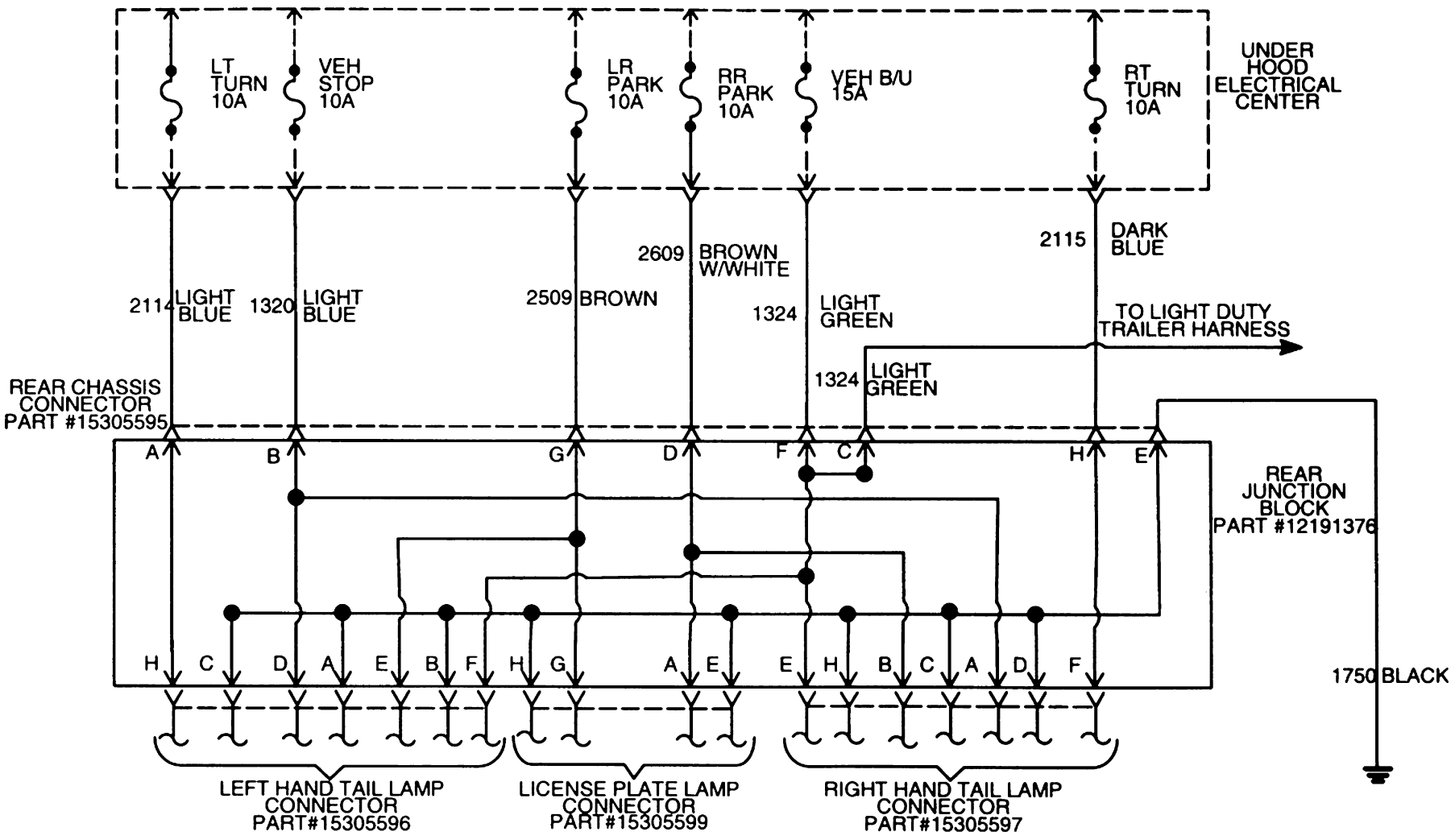
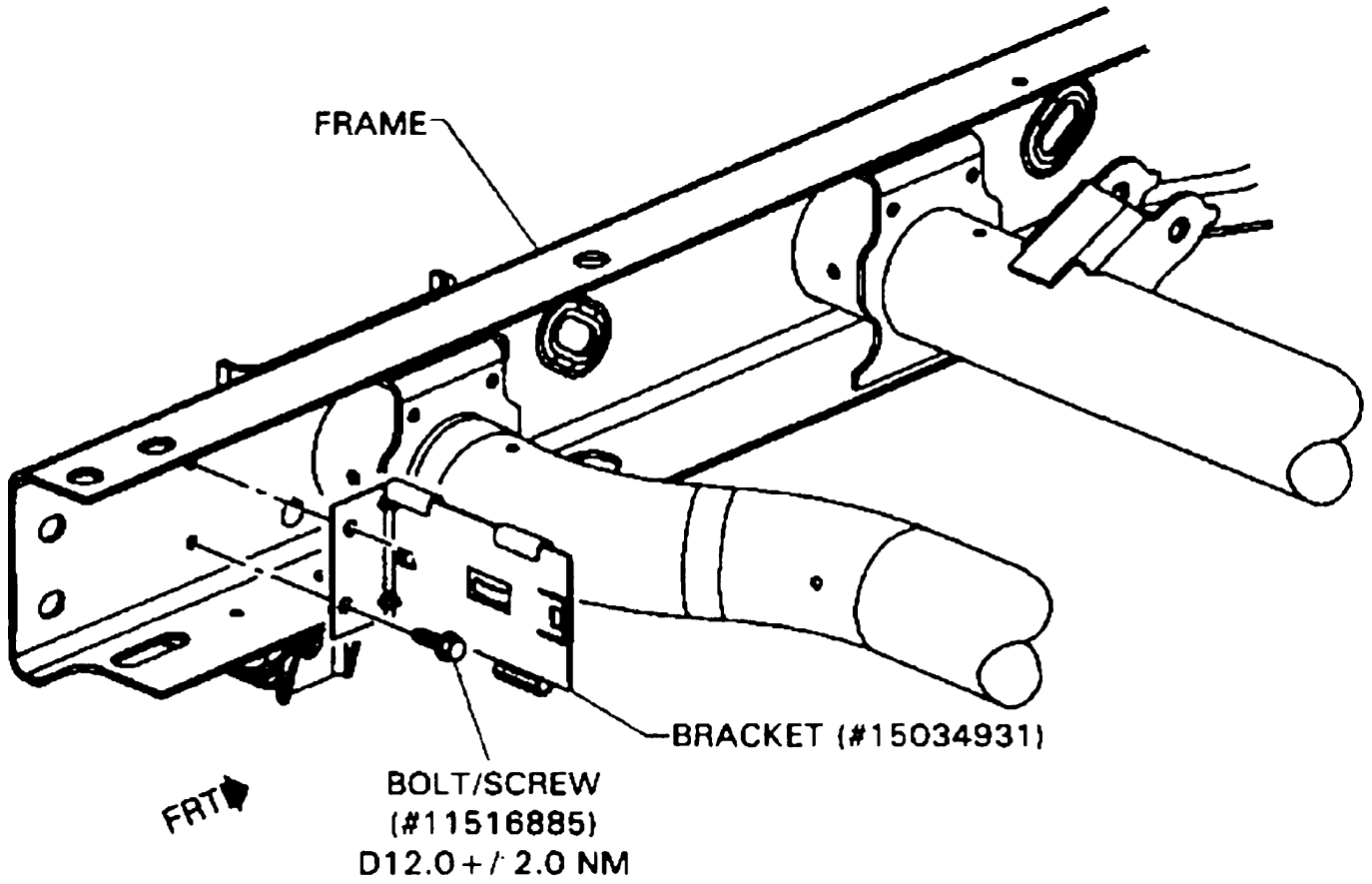
Rear Junction Block Electrical Diagram


LT TURN 10A
VEH STOP 10A
LR PARK 10A
RR PARK 10A
VEH B/U 15A
RT TURN 10A
UNDER HOOD ELECTRICAL CENTER
2114 LIGHT BLUE
1320 LIGHT BLUE
2509 BROWN
2609 BROWN W/WHITE
1324 LIGHT GREEN
2115 DARK BLUE
TO LIGHT DUTY TRAILER HARNESS
1324 LIGHT GREEN
REAR CHASSIS CONNECTOR PART #15305595
A B G D F C H E
REAR JUNCTION BLOCK PART #12191376
H C D A E B F H G A E E H B C A D F
1750 BLACK
LEFT HAND TAIL LAMP CONNECTOR PART#15305596
LICENSE PLATE LAMP CONNECTOR PART#15305599
RIGHT HAND TAIL LAMP CONNECTOR PART#15305597

S/T — GENERAL INFORMATION ONLY / C/K — ALL / DRAWINGS FOR C/K ONLY

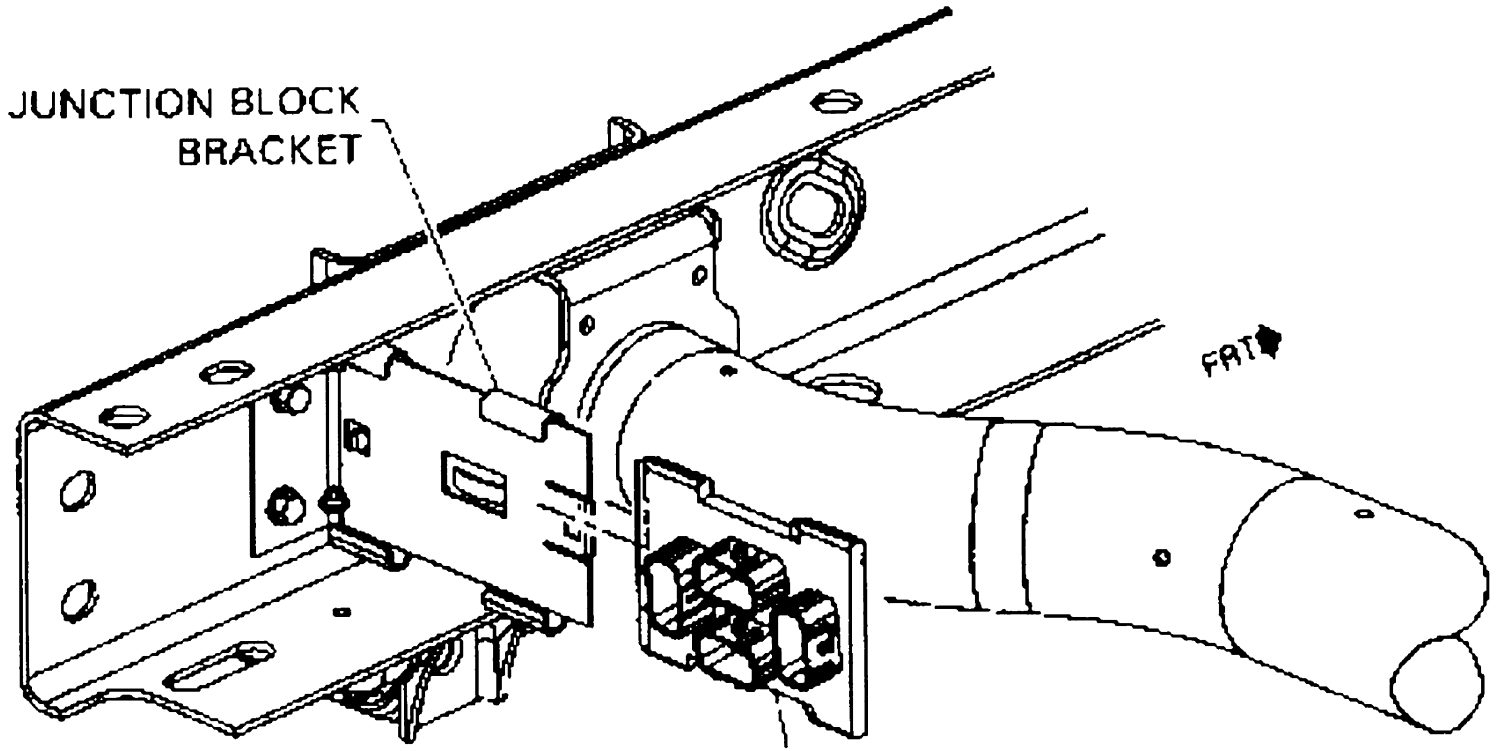
Rear Junction Block Bracket to Frame – Chassis Cab (ZW9) Trucks



JUNCTION BLOCK BRACKET ATTACHED TO FRAME WITH (2) BOLT/SCREWS

S/T — GENERAL INFORMATION ONLY / C/K — ALL / DRAWINGS FOR C/K ONLY

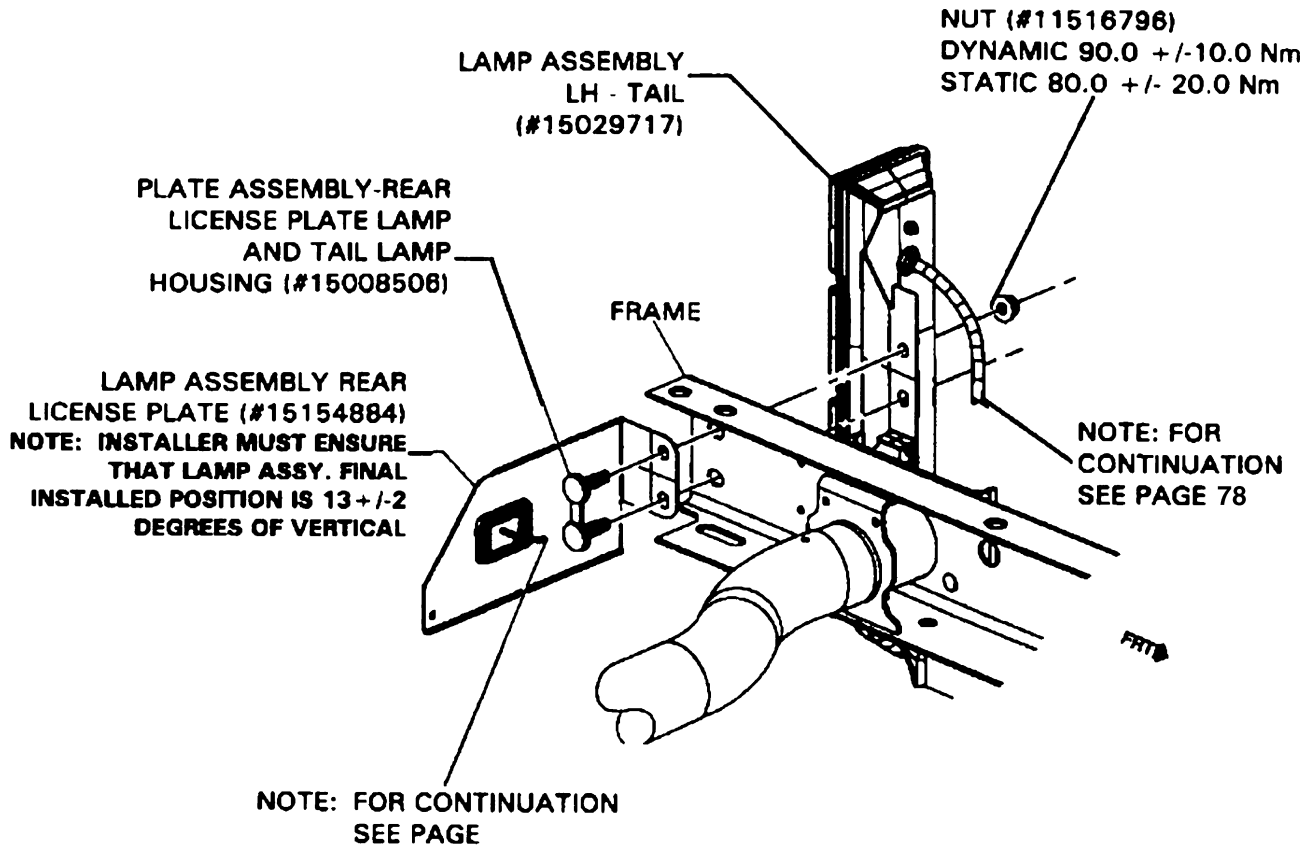
Rear Junction Block Installation – Chassis Cab (ZW9) Trucks



JUNCTION BLOCK INSTALLED
TO JUCTION BLOCK BRACKET

S/T — GENERAL INFORMATION ONLY / C/K — ALL / DRAWINGS FOR C/K ONLY

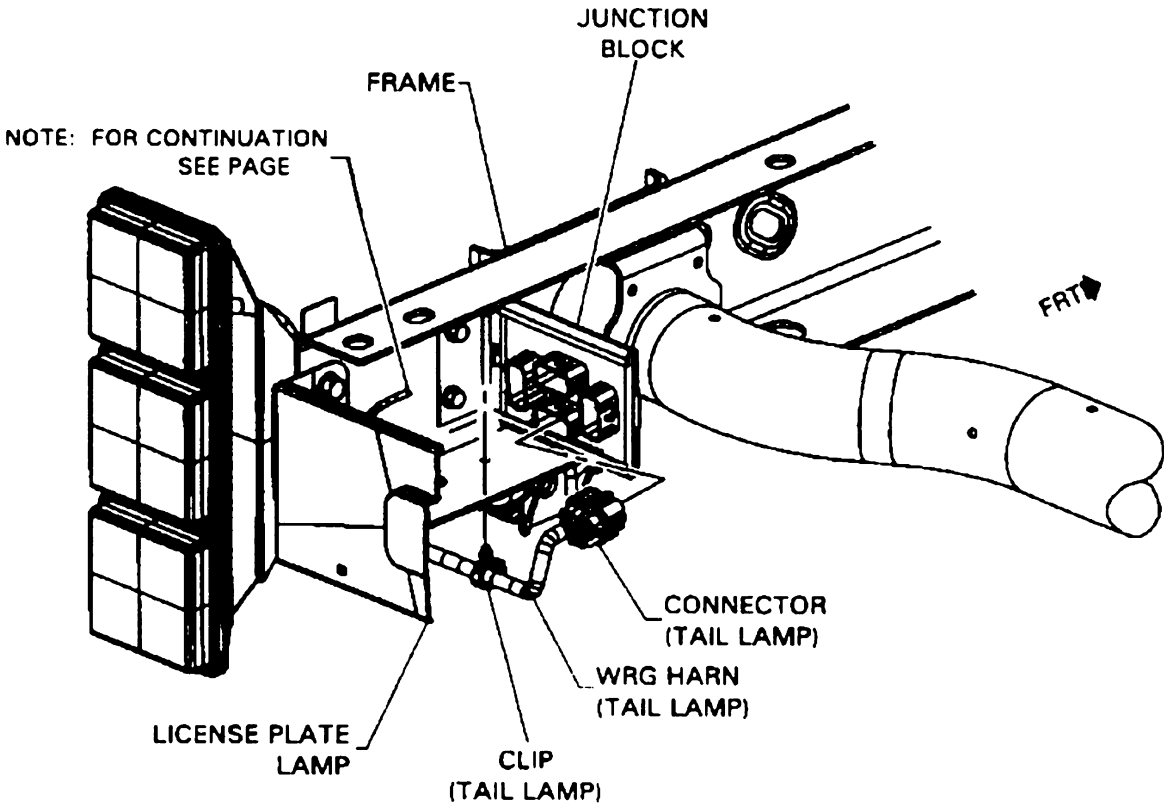
Left Hand Tail Lamp to Frame – Chassis Cab (ZW9) Trucks



LICENSE PLATE LAMP AND TAIL LAMP ASSEMBLIES ARE FASTENED TO FRAME RAIL WITH PLATE ASSEMBLY AND TWO NUTS.

S/T — GENERAL INFORMATION ONLY / C/K — ALL / DRAWINGS FOR C/K ONLY

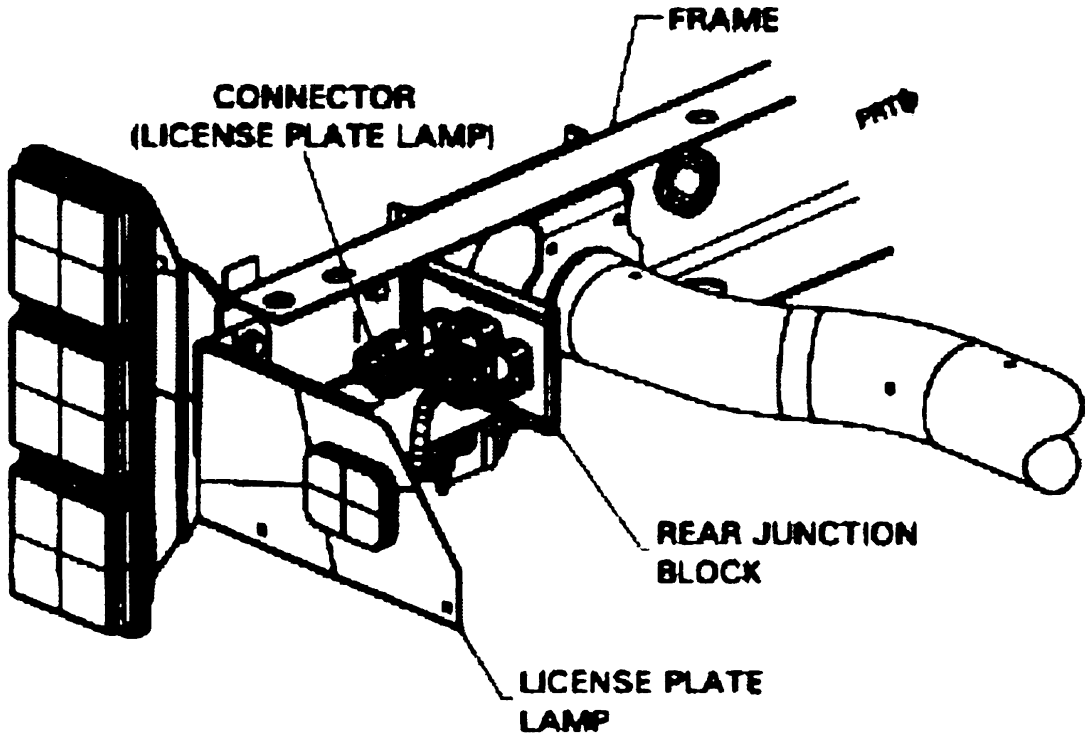
Left Hand Tail Lamp to Junction Block – Chassis Cab (ZW9) Trucks



TAIL LAMP HARNESS IS FASTENED TO FRAME WITH CLIP AS SHOWN. CONNECTOR IS THEN MATED WITH THE REAR JUNCTION BLOCK.

S/T — GENERAL INFORMATION ONLY / C/K — ALL / DRAWINGS FOR C/K ONLY

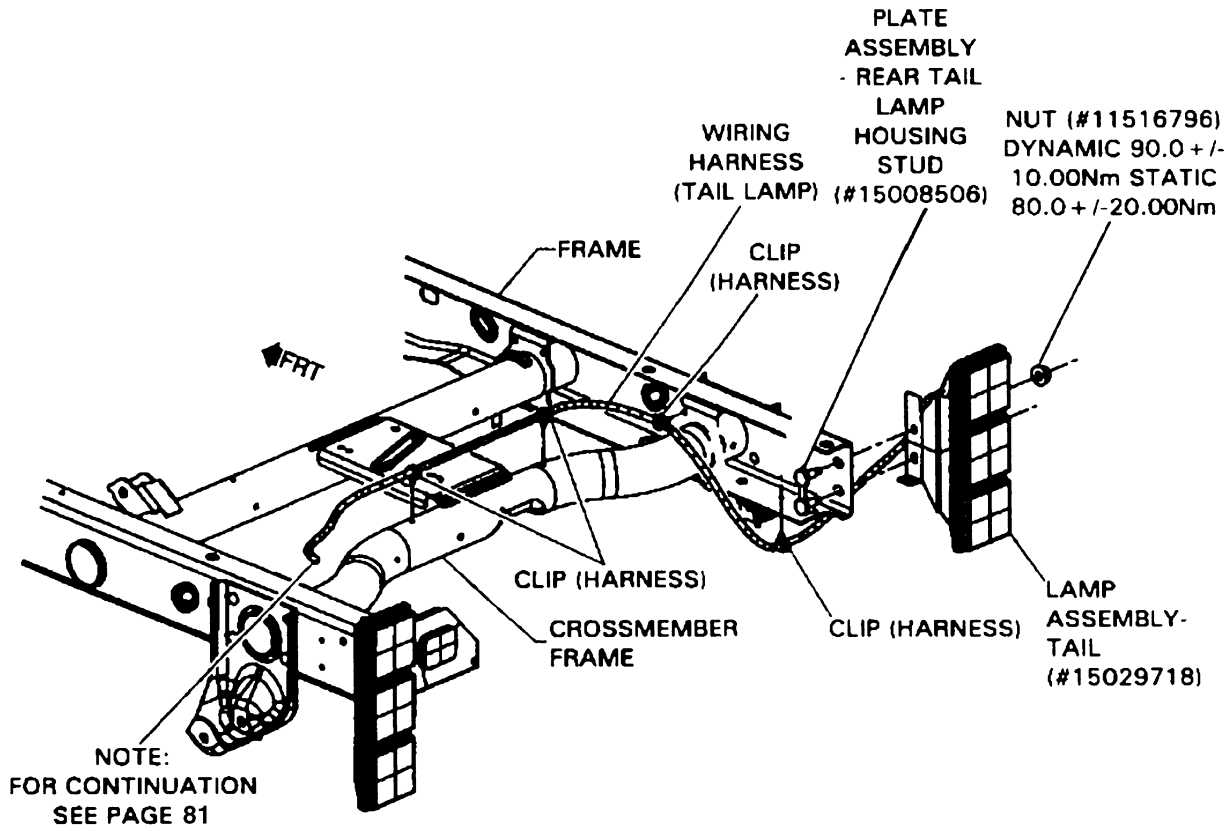
License Plate Lamp to Rear Junction Block



LICENSE PLATE LAMP ASSEMBLY CONNECTOR IS MATED WITH REAR JUNCTION BLOCK.

S/T — GENERAL INFORMATION ONLY / C/K — ALL / DRAWINGS FOR C/K ONLY

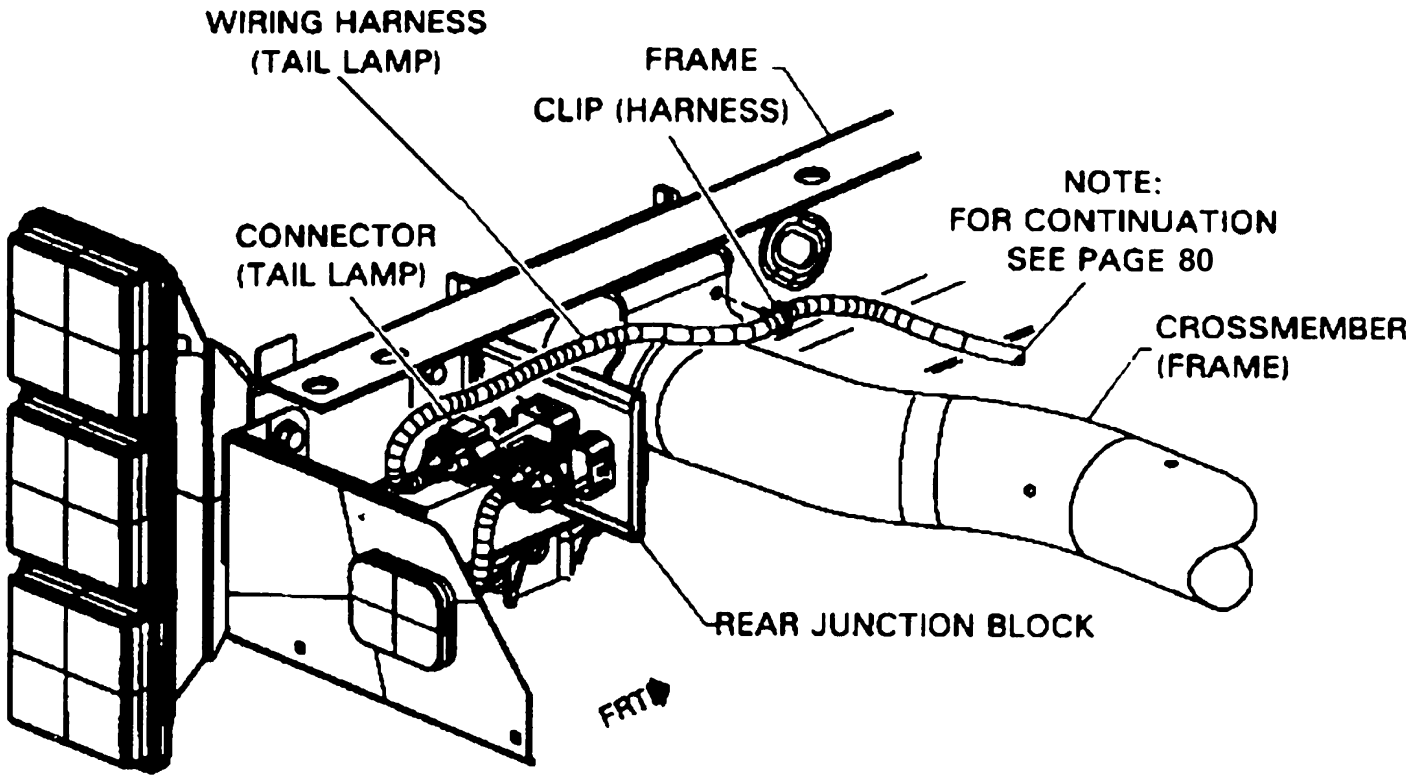
Right Hand Tail Lamp to Frame – Chassis Cab (ZW9) Trucks



RIGHT HAND TAIL LAMP IS FASTENED TO FRAME WITH (1) STUD PLATE AND (2) NUTS. TAIL LAMP HARNESS IS FASTENED TO FRAME WITH (2) CLIPS AND FASTENED TO CROSSMEMBER WITH (2) CLIPS.
NOTE: PROCEDURE DOES NOT SHOW BACKUP ALARM (BS3)

S/T — GENERAL INFORMATION ONLY / C/K — ALL / DRAWINGS FOR C/K ONLY

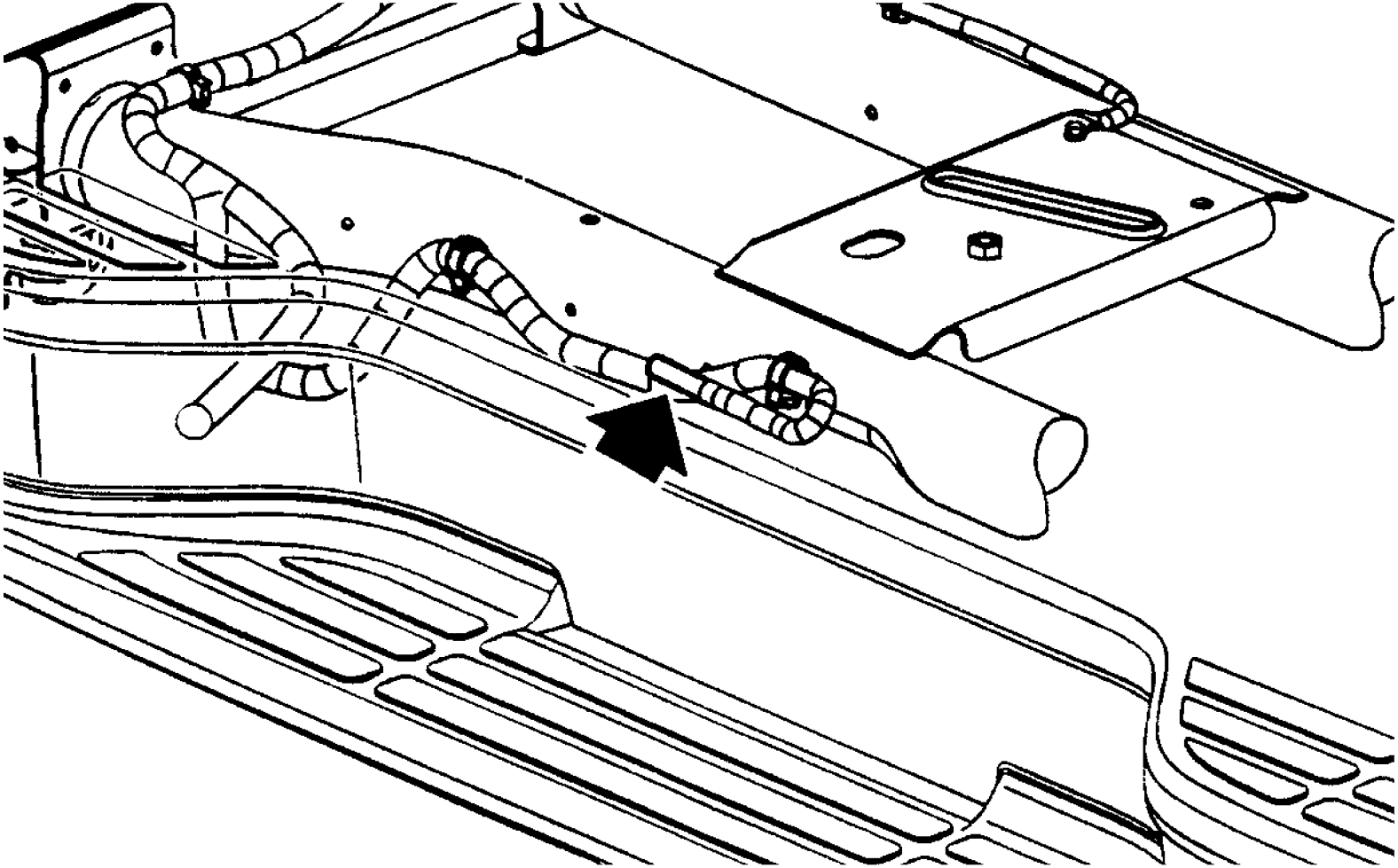
Right Tail Lamp Harness to Junction Block – Chassis Cab (ZW9) Trucks



RIGHT HAND TAIL LAMP
CONNECTOR IS MATED WITH
REAR JUNCTION BLOCK.
NOTE: PROCEDURE DOES NOT SHOW
BACK-UP ALARM (8S3)

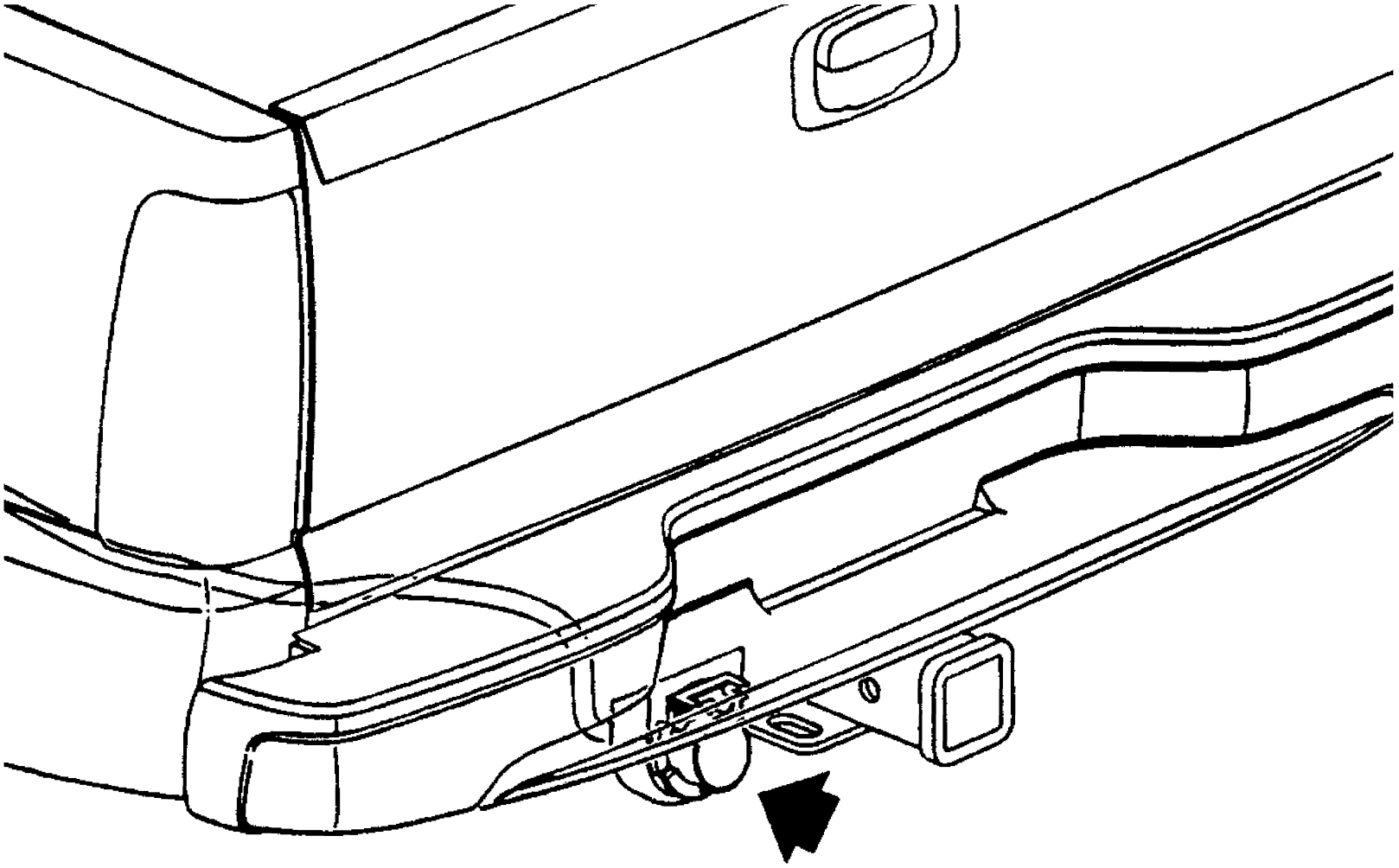
S/T — GENERAL INFORMATION ONLY / C/K — ALL / DRAWINGS FOR C/K ONLY

Basic Trailer Wiring Package



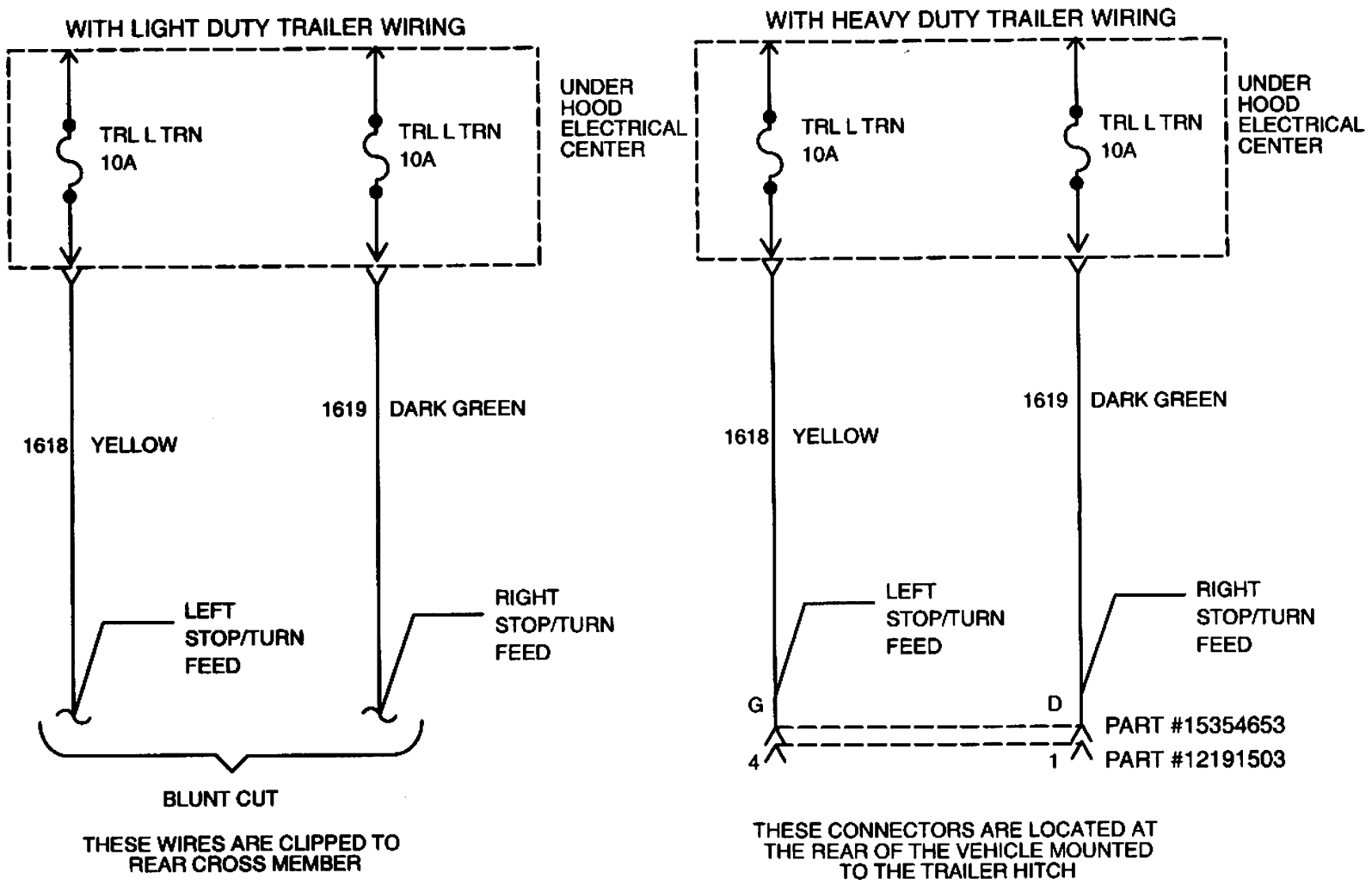
S/T — GENERAL INFORMATION ONLY / C/K — ALL / DRAWINGS FOR C/K ONLY

Heavy Duty Trailer Wiring Package (If Equipped)



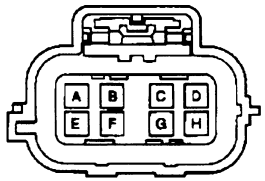
S/T — GENERAL INFORMATION ONLY / C/K — ALL / DRAWINGS FOR C/K ONLY

Trailer Wiring Stop/Turn Circuit Electrical Diagram



S/T — GENERAL INFORMATION ONLY / C/K — ALL / DRAWINGS FOR C/K ONLY

Rear Junction Block – Rear Chassis Harness Connector



CAVITY	WIRE COLOR	CIRCUIT NO.	FUNCTION
A	LIGHT BLUE	2114	LEFT TURN SIGNAL
B	LIGHT BLUE	1320	STOP LAMPS (CHMSL)
C*	LIGHT GREEN	1324	VEHICLE BACKUP LAMPS- *FEED TO LIGHT DUTY TRAILER WIRING HARNESS*
D	BROWN W/WHITE	2609	RIGHT REAR PARKING LAMPS
E	BLACK	1750	GROUND
F	LIGHT GREEN	1324	VEHICLE BACKUP LAMPS
G	BROWN	2509	LEFT REAR PARKING LAMPS
H	DARK BLUE	2115	RIGHT TURN SIGNAL

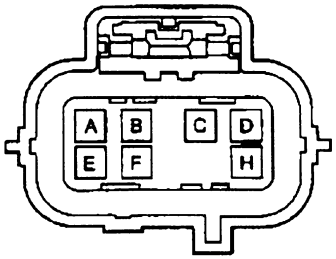
*This pin is used only on trucks with light duty trailer wiring. on trucks with heavy duty trailer wiring, this connector will be a 7-way connector

Connector Infomation
8-way Connector Assy. Part No.:15317304 Color: Blue
7-way Connector Assy. Part No.:15317309 Color: Purple

Mating Connector Information
In addition to the Rear Junction Block, the rear junction block connector (both 7-way and 8-way) can be mated with the following in-line connector:
Connector Part No.: 15326788
Primary Lock Reinforcement (PLR): 15326794
Total Position Assurance (TPA) clip: 15317301

S/T — GENERAL INFORMATION ONLY / C/K — ALL / DRAWINGS FOR C/K ONLY

Rear Junction Block – Left Hand Tail Lamp Connector

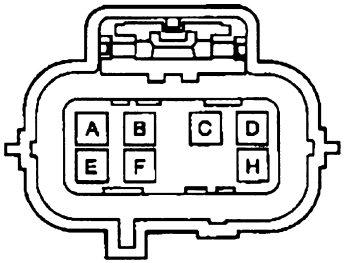


CAVITY	WIRE COLOR	CIRCUIT NO.	FUNCTION
A	BLACK	1750	GROUND - LH STOP/PARK LAMPS
B	BLACK	1750	GROUND - LH BACKUP LAMP
C	BLACK	1750	GROUND-LH TURN SIGNAL LAMP
D	LIGHT BLUE	1320	LEFT STOP LAMP
E	BROWN	2509	LEFT REAR PARKING LAMP
F	LIGHT GREEN	1324	LEFT BACKUP LAMP
G	---	---	NOT USED
H	LIGHT BLUE	2114	LEFT TURN SIGNAL LAMP

Connector Infomation
8-way Connector Assy. Part No.:15317305
Color: Gray
Primary Lock reinforcement (PLR): 15326794
Total Position Assurance (TPA) clip: 15317301

S/T — GENERAL INFORMATION ONLY / C/K — ALL / DRAWINGS FOR C/K ONLY

Rear Junction Block – Right Hand Tail Lamp Connector

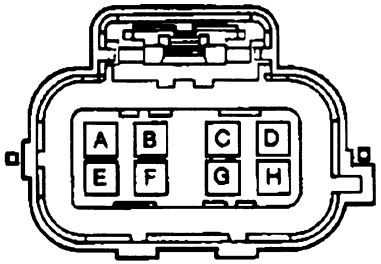


CAVITY	WIRE COLOR	CIRCUIT NO.	FUNCTION
A	LIGHT BLUE	1320	RIGHT STOP LAMP
B	BROWN W/WHITE	2609	RIGHT REAR PARKING LAMP
C	BLACK	1750	GROUND - RH STOP/ PARK LAMP
D	BLACK	1750	GROUND - RH TURN SIGNAL LAMP
E	LIGHT GREEN	1324	RIGHT BACKUP LAMP
F	DARK BLUE	2115	RIGHT TURN SIGNAL LAMP
G	---	---	NOT USED
H	BLACK	1750	GROUND - RH BACKUP LAMP

Connector Infomation
Connector Assy. Part No.: 15317306
Color: Black
Primary Lock Reinforcement (PLR): 15326794
Total Position Assurance (TPA) clip: 15317301

S/T — GENERAL INFORMATION ONLY / C/K — ALL / DRAWINGS FOR C/K ONLY

Rear Junction Block – License Plate Lamp Connector



CAVITY	WIRE COLOR	CIRCUIT NO.	FUNCTION
A	BROWN W/WHITE	2609	RIGHT LICENSE PLATE LAMP
B	---	---	NOT USED
C	---	---	NOT USED
D	---	---	NOT USED
E	BLACK	1750	GROUND-RIGHT LICENSE PLATE LAMP
F	---	---	NOT USED
G	BROWN	2509	LEFT LICENSE PLATE LAMP
H	BLACK	1750	GROUND - LEFT LICENSE PLATE LAMP

Connector Infomation
Connector Assy. Part No.: 15317307
Color: White
Primary Lock Reinforcement (PLR): 15326794
Total Position Assurance (TPA) clip: 15317301

S/T — GENERAL INFORMATION ONLY / C/K — ALL / DRAWINGS FOR C/K ONLY

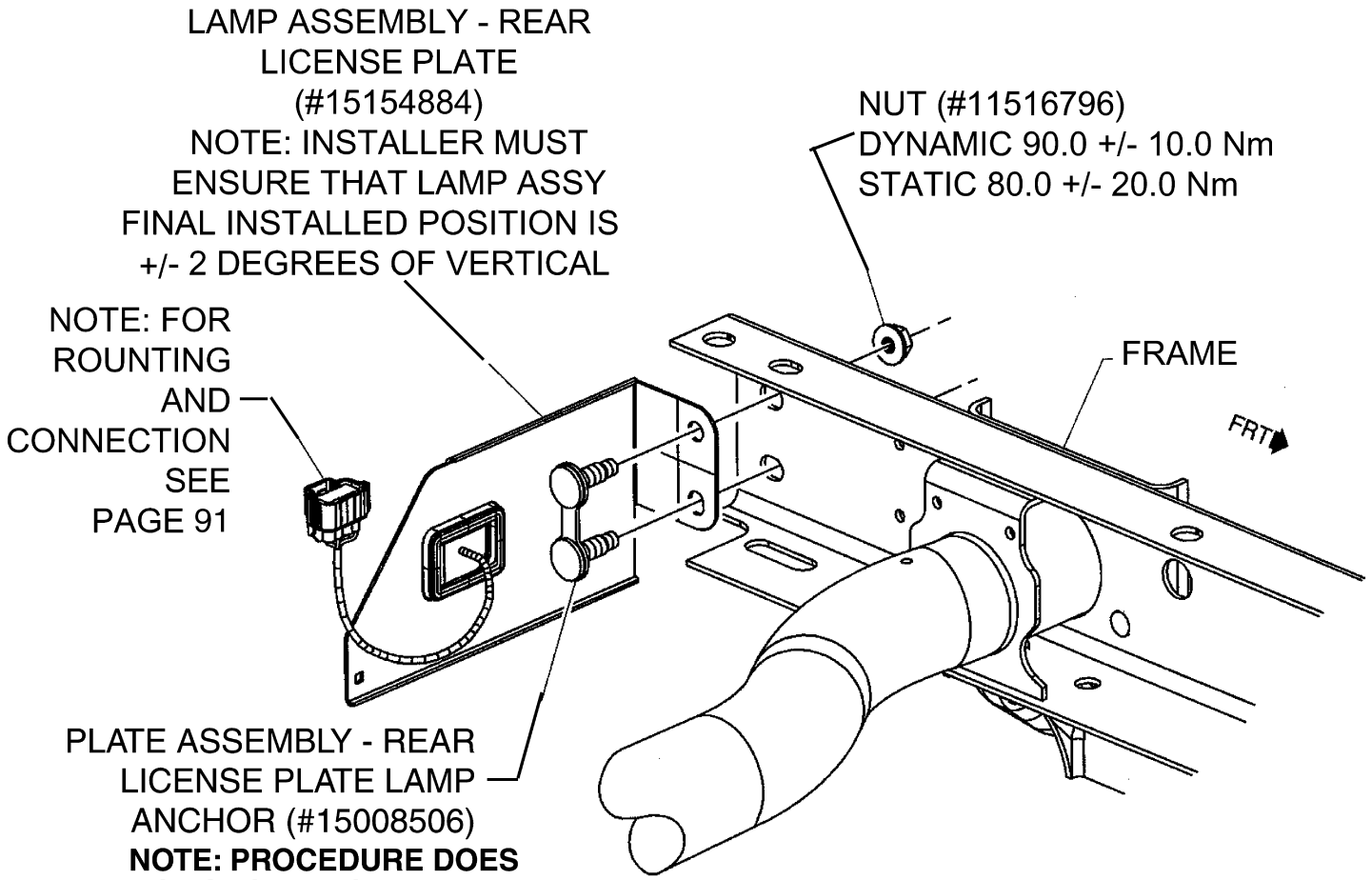
Rear Bumper Removal Wiring Modifications

Trucks ordered with the Rear Bumper Delete (VF7) option will come equipped with the Rear License Plate Lamp Assembly which is fastened to the left frame rail as shown on page 90. The License Plate Connector is mated with the Rear Junction Block as shown on page 91.

The parts required to attach the Rear License Plate Lamp Assembly to the left frame rail are as follows:

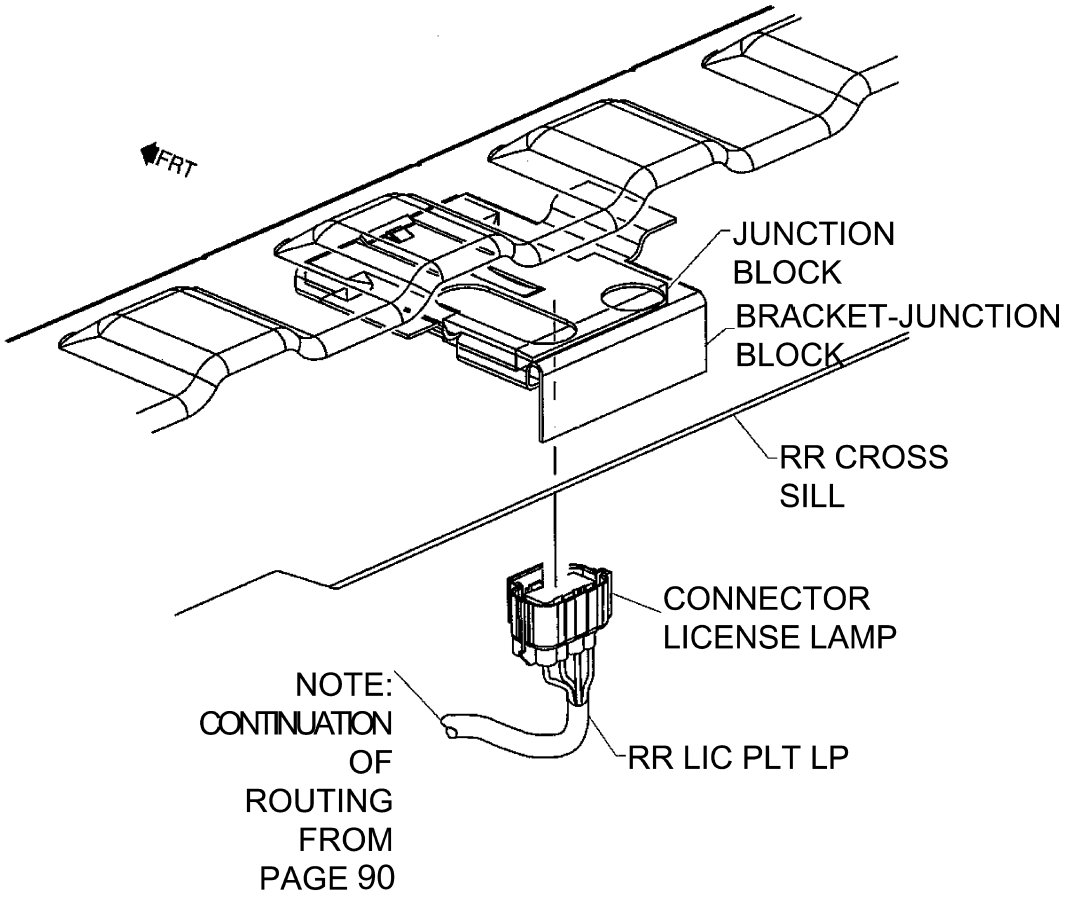
- Rear License Plate Lamp Assembly — Part Number:15154884
- Stud/plate Assembly (one required) — Part Number:15008506
- Nut (two required) — Part Number:11516796

License Plate Lamp to Rear Junction Block – Pickup with Rear Bumper Delete (VF7)


LAMP ASSEMBLY - REAR LICENSE PLATE (#15154884)
NOTE: INSTALLER MUST ENSURE THAT LAMP ASSY FINAL INSTALLED POSITION IS +/- 2 DEGREES OF VERTICAL
NUT (#11516796)
DYNAMIC 90.0 +/- 10.0 Nm
STATIC 80.0 +/- 20.0 Nm
NOTE: FOR ROUNTING AND CONNECTION SEE PAGE 91
FRAME
FRT
PLATE ASSEMBLY - REAR LICENSE PLATE LAMP ANCHOR (#15008506)
NOTE: PROCEDURE DOES NOT SHOW BACKUP ALARM (8S3)
LICENSE PLATE LAMP ASSEMBLY ATTACHED TO FRAME WITH (1) ANCHOR PLATE AND (2) NUTS.

S/T — GENERAL INFORMATION ONLY / C/K — ALL / DRAWINGS FOR C/K ONLY

License Plate Lamp to Rear Junction Block – Pickup with Rear Bumper Delete (VF7)



LICENSE PLATE LAMP CONNECTOR IS MATED TO JUNCTION BLOCK

S/T — GENERAL INFORMATION ONLY / C/K — ALL / DRAWINGS FOR C/K ONLY

IMPORTANT:

There was not a GM approved Pickup Box Removal Program for the S 10803 Chevy or GMC Pickup in 1999 or 2000.

TRAILERING INFORMATION

How to Use GCWRs to Determine Powertrain and Rear Axle Ratio for Trailering

Use Gross Combination Weight Ratings (GCWRs) to determine the engine, transmission, and rear axle ratio you will require to tow a trailer with your vehicle. The chart below shows you the maximum allowable GCWR based on all the available engines and rear axle ratios with automatic or manual transmissions.

The GCWR Includes the total loaded weight of both the vehicle and trailer. Any available engine may be used for trailering if the GCWR shown is not exceeded. The trailer weight can be increased by 25% if the vehicle speed will not exceed 25 mph.

GCWR Rating for Rear Axle Ratio and Engine Combination with Automatic Transmission

GCWR (lbs.)	6500	8500	9000	9500	10,000	10,500	11,000	12,000	13,000	13,500	14,000	14,500	15,000	16,000	17,000	19,000	20,000	22,000
ENGINE	**REAR AXLE RATIO**																	
Vortec 2200 L4[1]	4.10																	
Vortec 4300 V6 (except Silverado/Sierra)		3.08		3.42	3.73[2]	4.10												
Vortec 4300 V6 (Silverado/Sierra)			3.08	3.42	3.73													
Vortec 4800 V8							3.42	3.73	4.10									
Vortec 5000 V8						3.42												
Vortec 5300 V8								3.42	3.73		4.10							
Vortec 5700 V8							3.42	3.73		4.10			4.56[3]					
Vortec 6000 V8											3.73			4.10				
Vortec 8100 V8 (except Chevy Express/Savana)															3.73	4.10 4.63 5.13	3.73[4]	4.10[4]
Vortec 8100 V8 (Chevy Express/Savana)										3.42			3.73		4.10	4.56[3]		

1 S-10 Pickup with the Xtreme Package is not engineered or equipped for towing. 2 GCWR reduced by 500 lbs. for all S-10/Sonoma Pickup models. Reduced by 1,000 lbs. for S-10/Sonoma Pickup 4x4 models with ZR2 Wide-Stance Sport/Highrider Performance Package. 3 Chevy Express/Savana Commercial Cutaway and RV Cutaway Vans only. 4 Silverado/Sierra 2500HD and 3500 models only.

(GCWR Rating — continued on next page)

SPECIAL APPLICATIONS

GCWR Rating for Rear Axle Ratio and Engine Combination with Automatic Transmission — (continued from previous page)

GCWR (lbs.)	6500	8500	9000	9500	10,000	10,500	11,000	12,000	13,000	13,500	14,000	14,500	15,000	16,000	17,000	19,000	20,000	22,000
ENGINE	**REAR AXLE RATIO**																	
6.5L Turbo-Diesel V8												3.73 4.10			4.56[3] 4.63 5.13			
Duramax Diesel 6600 V8																		3.73

1 S-10 Pickup with the Xtreme Package is not engineered or equipped for towing. 2 GCWR reduced by 500 lbs. for all S-10/Sonoma Pickup models. Reduced by 1,000 lbs. for S-10/Sonoma Pickup 4x4 models with ZR2 Wide-Stance Sport/Highrider Performance Package. 3 Chevy Express/Savana Commercial Cutaway and RV Cutaway Vans only. 4 Silverado/Sierra 2500HD and 3500 models only.

GCWR Rating for Rear Axle Ratio and Engine Combination with Manual Transmission

GCWR (lbs.)	5,000	5,500	7,500	8,000	8,500	9,000	10,000	11,000	14,000	16,000	17,000	22,000
ENGINE	**REAR AXLE RATIO**											
Vortec 2200 L4[1]	3.73	4.10										
Vortec 4300 V6 (except Silverado/Sierra)			3.08	3.42	3.73							
Vortec 4300 V6 (Silverado/Sierra)				3.08	3.42	3.73						
Vortec 4800 V8						3.42	3.73	4.10				
Vortec 6000 V8									3.73	4.10		
Vortec 8100 V8												4.10
6.5L Turbo-Diesel V8											4.63 5.13	
Duramax Diesel 6600 V8												3.73

1 S-10 Pickup with the Xtreme Package is not engineered or equipped for towing.

M/L Van Trailering (Astro/Safari)

Weight-carrying hitch limit: 2,000-lb. trailer with 200-lb. tongue weight. Weight-distributing hitch and sway control required over 2,000-lb. trailer weight. The vehicle owner is responsible for obtaining the hitch ball, a hitch of the proper size, type and capacity, and other appropriate equipment required to safely tow both the trailer and the load that will be towed.

ENGINE / **TRANSMISSION**		**VORTEC 4300 V6** / **AUTOMATIC**	
MODEL		**MAX. TRAILER WEIGHT[1] (lbs.)**	**REQUIRED AXLE RATIO**
Passenger Van	RWD	5000 5500	3.42 3.73
	AWD	4700 5200	3.42 3.73
Cargo Van	RWD	5400 5900	3.42 3.73
	AWD	5100 5600	3.42 3.73

1 Maximum trailer weight ratings are calculated assuming a standard equipped base vehicle plus driver. The weight of optional equipment, passengers, cargo and required trailering equipment also will reduce the maximum trailer weight your truck can tow.

NOTES: Trailer tongue weight should be 10 to 15 percent of total loaded trailer weight (up to 750 lbs.). • Addition of trailer tongue weight cannot cause vehicle weights to exceed the Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). These ratings can be found on the certification label located on the driver door or door frame. • Base cooling system for each powertrain includes all content required to attain maximum trailer rating. • Z82 Heavy-Duty Trailering Equipment Package includes weight distributing hitch platform and eight-wire trailer wiring harness.

G Van Trailering (Express/Savana Passenger Van)

Weight-carrying hitch limit: 4,000-lb. trailer with 400-lb. tongue weight. Weight-distributing hitch and sway control required over 4,000-lb. trailer weight. The vehicle owner is responsible for obtaining the hitch ball, a hitch of the proper size, type and capacity, and other appropriate equipment required to safely tow both the trailer and the load that will be towed.

ENGINE TRANSMISSION			VORTEC 4300 V6 AUTOMATIC		VORTEC 5000 V8 AUTOMATIC		VORTEC 5700 V8 AUTOMATIC		VORTEC 8100 V8 AUTOMATIC		6.5L TURBO-DIESEL V8 AUTOMATIC	
MODEL		BOX LENGTH (ft.)	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO
Passenger Van	Regular Wheelbase	G1500	4200 4700	3.42 3.73	5100	3.42	5600 6600	3.42 3.73				
		G2500					6000 7500	3.73 4.10			8100 8100	3.73 4.10
		G3500					5900 7400	3.73 4.10	7100 8600 10,000	3.42 3.73 4.10	8000 8000	3.73 4.10
	Extended Wheelbase	G2500					5800 7300	3.73 4.10				
		G3500					5600 7100	3.73 4.10	6800 8300 10,000	3.42 3.73 4.10	7800 7800	3.73 4.10

1 Maximum trailer weight ratings are calculated assuming a standard equipped base vehicle plus driver. The weight of optional equipment, passengers, cargo and required trailering equipment also will reduce the maximum trailer weight your truck can tow. 2 C6P is an optional Heavy-Duty Chassis Equipment Package with an 8,600-lb. Gross Vehicle Weight Rating.

NOTES: Trailer tongue weight should be 10 to 15 percent of total loaded trailer weight (up to 1,000 lbs.). • Addition of trailer tongue weight cannot cause vehicle weights to exceed the Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). These ratings can be found on the certification label located on the driver door or door frame. • Base cooling system for each powertrain includes all content required to attain maximum trailer rating. • Z82 Heavy-Duty Trailering Equipment Package includes weight distributing hitch platform and eight-wire trailer wiring harness. • Conversion and Cutaway models are incomplete vehicle and trailer ratings are not assigned. Refer to GCWR chart for combination weight limit.

(G Van Trailering — continued on next page)

SPECIAL APPLICATIONS

G Van Trailering (Express/Savana Cargo Van)

Weight-carrying hitch limit: 4,000-lb. trailer with 400-lb. tongue weight. Weight-distributing hitch and sway control required over 4,000-lb. trailer weight. The vehicle owner is responsible for obtaining the hitch ball, a hitch of the proper size, type and capacity, and other appropriate equipment required to safely tow both the trailer and the load that will be towed.

ENGINE TRANSMISSION			VORTEC 4300 V6 AUTOMATIC		VORTEC 5000 V8 AUTOMATIC		VORTEC 5700 V8 AUTOMATIC		VORTEC 8100 V8 AUTOMATIC		6.5L TURBO-DIESEL V8 AUTOMATIC	
MODEL		BOX LENGTH (ft.)	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO
Cargo Van	Regular Wheelbase	G1500	4600 5100	3.42 3.73	5600	3.42	6100	3.42				
		G2500	4500	3.42	5400	3.42	5900	3.42				
		G2500 w/C6P[2]	5200	4.10			6600 8100	3.73 4.10			8700 8700	3.73 4.10
		G3500					6400 7900	3.73 4.10	7600 9100 10,000	3.42 3.73 4.10	8600 8600	3.73 4.10
	Extended Wheelbase	G2500	4300	3.42	5200	3.42	5700	3.42				
		G2500 w/C6P[2]	5000	4.10			6400 7900	3.73 4.10			8500 8500	3.73 4.10
		G3500					6300 7800	3.73 4.10	7500 9000 10,000	3.42 3.73 4.10	8400 8400	3.73 4.10

1 Maximum trailer weight ratings are calculated assuming a standard equipped base vehicle plus driver. The weight of optional equipment, passengers, cargo and required trailering equipment also will reduce the maximum trailer weight your truck can tow. 2 C6P is an optional Heavy-Duty Chassis Equipment Package with an 8,600-lb. Gross Vehicle Weight Rating.

NOTES: Trailer tongue weight should be 10 to 15 percent of total loaded trailer weight (up to 1,000 lbs.). • Addition of trailer tongue weight cannot cause vehicle weights to exceed the Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). These ratings can be found on the certification label located on the driver door or door frame. • Base cooling system for each powertrain includes all content required to attain maximum trailer rating. • Z82 Heavy-Duty Trailering Equipment Package includes weight distributing hitch platform and eight-wire trailer wiring harness. • Conversion and Cutaway models are incomplete vehicle and trailer ratings are not assigned. Refer to GCWR chart for combination weight limit.

SPECIAL APPLICATIONS

S-Series Pickup Trailering (S-10/Sonoma)

Weight-carrying hitch limit: 3,500-lb. trailer with 350-lb. tongue weight. Weight-distributing hitch and sway control required over 3,500-lb. trailer weight. The vehicle owner is responsible for obtaining the hitch ball, a hitch of the proper size, type and capacity, and other appropriate equipment required to safely tow both the trailer and the load that will be towed.

NOTE: The S-10 Pickup with the Xtreme Package is not engineered or equipped for towing.

ENGINE TRANSMISSION			VORTEC 2200 L4 AUTOMATIC		VORTEC 2200 L4 MANUAL		VORTEC 4300 V6 AUTOMATIC		VORTEC 4300 V6 MANUAL	
MODEL		BOX LENGTH (ft.)	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO
2WD	Regular Cab	6	3200	4.10	1800	3.73	6000	3.42	4000	3.08
		7 1/2	3100	4.10	1700 2200	3.73 4.10	5900	3.42	3900	3.08
	Extended Cab	6	3000	4.10	2100	4.10	5800	3.42	3800	3.08
4x4	Extended Cab	6					5500 5500	3.42 3.73	4000	3.42
	Crew Cab	4 1/2					5200 5200	3.42 3.73		
4x4 ZR2	Extended Cab	6					4900	3.73	4400	3.73

1 Maximum trailer weight ratings are calculated assuming a standard equipped base vehicle plus driver. The weight of optional equipment, passengers, cargo and required trailering equipment also will reduce the maximum trailer weight your truck can tow.

NOTES: Trailer tongue weight should be 10 to 15 percent of total loaded trailer weight (up to 750 lbs.). • Addition of trailer tongue weight cannot cause vehicle weights to exceed the Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). These ratings can be found on the certification label located on the driver door or door frame. • Base cooling system includes all content required to attain maximum trailer rating. No optional cooling equipment available.

SPECIAL APPLICATIONS

S-Series Utilities Trailering (Blazer/Jimmy)

Weight-carrying hitch limit: 3,500-lb. trailer with 350-lb. tongue weight. Weight-distributing hitch and sway control required over 3,500-lb. trailer weight. The vehicle owner is responsible for obtaining the hitch ball, a hitch of the proper size, type and capacity, and other appropriate equipment required to safely tow both the trailer and the load that will be towed.

NOTE: Your vehicle may require additional special equipment to tow the maximum trailer weights listed here.

ENGINE TRANSMISSION		VORTEC 4300 V6 AUTOMATIC			VORTEC 4300 V6 MANUAL		
MODEL		MAX. TRAILER WEIGHT[1] (lbs.)	AXLE RATIO	MAX. GCWR (lbs.)	MAX. TRAILER WEIGHT[1] (lbs.)	AXLE RATIO	MAX. GCWR (lbs.)
2WD	2-Door	5700	3.42	9500	4200	3.42	8000
	2-Door Xtreme	5000	3.42	9500	4000	3.42	8000
	4-Door	5500	3.42	9500			
4x4	2-Door	5400 5400	3.42 3.73	9500 9500	3900	3.42	8000
	2-Door ZR2	4800	3.73	9000	4300	3.73	8500
	4-Door	5200 5200	3.42 3.73	9500 9500			

1 Maximum trailer weight ratings are calculated assuming a standard equipped base vehicle plus driver. The weight of optional equipment, passengers, cargo and required trailering equipment also will reduce the maximum trailer weight your truck can tow.

NOTES: Trailer tongue weight should be 10 to 15 percent of total loaded trailer weight (up to 750 lbs.). • Addition of trailer tongue weight cannot cause vehicle weights to exceed the Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). These ratings can be found on the certification label located on the driver door or door frame. • Base cooling system includes all content required to attain maximum trailer rating. No optional cooling equipment available. • Z82 Heavy-Duty Trailering Equipment Package includes weight-distributing hitch platform.

SPECIAL APPLICATIONS

C/K New Pickup Trailering (Silverado/Sierra 1500/2500 Ball Hitch)

Weight-carrying hitch limit: 5,000-lb. trailer with 600-lb. tongue weight. Weight-distributing hitch and sway control required over 5,000-lb. trailer weight. The vehicle owner is responsible for obtaining the hitch ball, a hitch of the proper size, type and capacity, and other appropriate equipment required to safely tow both the trailer and the load that will be towed.

ENGINE TRANSMISSION			VORTEC 4300 V6 AUTOMATIC		VORTEC 4300 V6 MANUAL		VORTEC 4800 V8 AUTOMATIC		VORTEC 4800 V8 MANUAL		VORTEC 5300 V8 AUTOMATIC		VORTEC 6000 V8 AUTO & MANUAL	
MODEL		BOX LENGTH (ft.)	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO
1500 2WD[2]	Regular Cab	6 1/2	4700 5200	3.08 3.42	3700 4200	3.08 3.42	6600 7600	3.42 3.73	4600 5600	3.42 3.73	7600 8600	3.42 3.73		
		8	4600 5100	3.08 3.42	3600 4100	3.08 3.42	6500 7500	3.42 3.73	4500 5500	3.42 3.73	7500 8500	3.42 3.73		
	Extended Cab	6 1/2	4900 5900	3.42 3.73	3900	3.42	6300 7300	3.42 3.73	4300 5300	3.42 3.73	7300 8300	3.42 3.73		
		8					6100 7100	3.42 3.73	4100 5100	3.42 3.73	7100 8100	3.42 3.73		
1500 4x4[2]	Regular Cab	6 1/2	4900 5400	3.42 3.73	3900 4400	3.42 3.73	7300 8300	3.73 4.10	5300 6300	3.73 4.10	8300 9300	3.73 4.10		
		8	4800 5300	3.42 3.73	3800 4300	3.42 3.73	7200 8200	3.73 4.10	5200 6200	3.73 4.10	8200 9200	3.73 4.10		

1 Maximum trailer weight ratings are calculated assuming a standard equipped base vehicle plus driver. The weight of optional equipment, passengers, cargo and required trailering equipment also will reduce the maximum trailer weight your truck can tow. 2 Silverado/Sierra 1500 models are limited to 5,000-lb. trailer rating unless equipped with Z85 Increased Capacity or ZX3 Manual Select Damping or Z71 Off-Road Suspension Package.

NOTES: Trailer tongue weight should be 10 to 15 percent of total loaded trailer weight (up to 1,000 lbs. on 1500 models and up to 1,500 lbs. on 2500 models). • Addition of trailer tongue weight cannot cause vehicle weights to exceed the Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). These ratings can be found on the certification label located on the driver door or door frame. • Z82 Heavy-Duty Trailering Equipment Package includes trailer hitch platform, trailer electrical connector and trailer brake control harness.

(C/K New Pickup Trailering (Silverado/Sierra 1500/2500 Ball Hitch) — continued on next page)

C/K New Pickup Trailering (Silverado/Sierra 1500/2500 Ball Hitch) — (continued from previous page)

Weight-carrying hitch limit: 5,000-lb. trailer with 600-lb. tongue weight. Weight-distributing hitch and sway control required over 5,000-lb. trailer weight. The vehicle owner is responsible for obtaining the hitch ball, a hitch of the proper size, type and capacity, and other appropriate equipment required to safely tow both the trailer and the load that will be towed.

ENGINE TRANSMISSION			VORTEC 4300 V6 AUTOMATIC		VORTEC 4300 V6 MANUAL		VORTEC 4800 V8 AUTOMATIC		VORTEC 4800 V8 MANUAL		VORTEC 5300 V8 AUTOMATIC		VORTEC 6000 V8 AUTO & MANUAL	
MODEL		BOX LENGTH (ft.)	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO
1500 4x4[2]	Extended Cab	6 1/2					7000 8000	3.73 4.10	5000 6000	3.73 4.10	8000 9000	3.73 4.10		
		8					6800 7800	3.73 4.10	4800 5800	3.73 4.10	7800 8800	3.73 4.10		
2500 2WD	Regular Cab	8											8800 10,800	3.73 4.10
2500 4x4	Extended Cab	6 1/2											8300 10,300	3.73 4.10

1 Maximum trailer weight ratings are calculated assuming a standard equipped base vehicle plus driver. The weight of optional equipment, passengers, cargo and required trailering equipment also will reduce the maximum trailer weight your truck can tow. 2 Silverado/Sierra 1500 models are limited to 5,000-lb. trailer rating unless equipped with Z85 Increased Capacity or ZX3 Manual Select Damping or Z71 Off-Road Suspension Package.

NOTES: Trailer tongue weight should be 10 to 15 percent of total loaded trailer weight (up to 1,000 lbs. on 1500 models and up to 1,500 lbs. on 2500 models). • Addition of trailer tongue weight cannot cause vehicle weights to exceed the Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). These ratings can be found on the certification label located on the driver door or door frame. • Z82 Heavy-Duty Trailering Equipment Package includes trailer hitch platform, trailer electrical connector and trailer brake control harness.

C/K New Pickup Trailering (Silverado/Sierra 2500HD/3500 Ball Hitch)

Weight-carrying hitch limit: 7,500-lb. trailer with 1,000-lb. tongue weight. Weight-distributing hitch and sway control required over 7,500-lb. trailer weight. The vehicle owner is responsible for obtaining the hitch ball, a hitch of the proper size, type and capacity, and other appropriate equipment required to safely tow both the trailer and the load that will be towed.

ENGINE TRANSMISSION			VORTEC 6000 V8 AUTOMATIC AND MANUAL		VORTEC 8100 V8 AUTOMATIC AND MANUAL		DURAMAX DIESEL 6600 V8 AUTOMATIC AND MANUAL	
MODEL		BOX LENGTH (ft.)	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO
2500HD 2WD/4x4	Regular Cab	8	10,500/10,300	4.10	12,000 12,000	3.73[2] 4.10	12,000	3.73
	Extended Cab	6 1/2	10,400/10,200	4.10	12,000 12,000	3.73[2] 4.10	12,000	3.73
		8	10,200/9900	4.10	12,000 12,000	3.73[2] 4.10	12,000	3.73
	Crew Cab	6 1/2	10,200/9900	4.10	12,000 12,000	3.73[2] 4.10	12,000	3.73
		8	10,000/9700	4.10	12,000 12,000	3.73[2] 4.10	12,000	3.73
3500 2WD/4x4	Regular Cab	8	10,100/9800	4.10	12,000	4.10	12,000	3.73
	Extended Cab	8	9800/9400	4.10	12,000	4.10	12,000	3.73
	Crew Cab	8	9500/9200	4.10	12,000	4.10	12,000	3.73

1 Maximum trailer weight ratings are calculated assuming a standard equipped base vehicle plus driver. The weight of optional equipment, passengers, cargo and required trailering equipment also will reduce the maximum trailer weight your truck can tow. 2 Requires automatic transmission.

NOTES: Trailer tongue weight should be 10 to 15 percent of total loaded trailer weight (up to 1,500 lbs.). • Addition of trailer tongue weight cannot cause vehicle weights to exceed the Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). These ratings can be found on the certification label located on the driver door or door frame. • Z82 Heavy-Duty Trailering Equipment Package includes trailer hitch platform, trailer electrical connector and trailer brake control harness.

SPECIAL APPLICATIONS

C/K New Pickup Trailering (Silverado/Sierra 1500/2500 Fifth-Wheel)

The vehicle owner is responsible for obtaining the appropriate equipment required to safely fifth-wheel tow both the trailer and the load that will be towed.

ENGINE TRANSMISSION			VORTEC 4800 V8 AUTOMATIC		VORTEC 5300 V8 AUTOMATIC		VORTEC 6000 V8 AUTOMATIC AND MANUAL	
MODEL		BOX LENGTH (ft.)	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO
1500 2WD[2]	Regular Cab	6 1/2	6600 7600	3.42 3.73	7600 8600	3.42 3.73		
		8	6500 7500	3.42 3.73	7500 8500	3.42 3.73		
	Extended Cab	6 1/2	6300 7300	3.42 3.73	7300 8300	3.42 3.73		
		8	6100 7100	3.42 3.73	7100 8100	3.42 3.73		
1500 4x4[2]	Regular Cab	6 1/2	7300 8300	3.73 4.10	8300 9300	3.73 4.10		
		8	7200 8200	3.73 4.10	8200 9200	3.73 4.10		

1 Maximum trailer weight ratings are calculated assuming a standard equipped base vehicle plus driver. The weight of optional equipment, passengers, cargo and required trailering equipment also will reduce the maximum trailer weight your truck can tow. 2 Silverado/Sierra 1500 models require Z85 Increased Capacity or ZX3 Manual Select Damping or Z71 Off-Road Suspension Package.

NOTES: Trailer kingpin weight should be 15 to 25 percent of total loaded trailer weight (up to 1,500 lbs. on 1500 models and up to 2,500 lbs. on 2500 models). • Addition of trailer kingpin weight cannot cause vehicle weights to exceed the Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). These ratings can be found on the certification label located on the driver door or door frame. • Fifth-wheel hitch is available as a dealer-installed accessory.

(C/K New Pickup Trailering (Silverado/Sierra 1500/2500 Fifth-Wheel) — continued on next page)

C/K New Pickup Trailering (Silverado/Sierra 1500/2500 Fifth-Wheel) — (continued from previous page)

The vehicle owner is responsible for obtaining the appropriate equipment required to safely fifth-wheel tow both the trailer and the load that will be towed.

ENGINE TRANSMISSION			VORTEC 4800 V8 AUTOMATIC		VORTEC 5300 V8 AUTOMATIC		VORTEC 6000 V8 AUTOMATIC AND MANUAL	
MODEL		BOX LENGTH (ft.)	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO
1500 4x4[2]	Extended Cab	6 1/2	7000 8000	3.73 4.10	8000 9000	3.73 4.10		
		8	6800 7800	3.73 4.10	7800 8800	3.73 4.10		
2500 2WD	Regular Cab	8					8800 10,800	3.73 4.10
2500 4x4	Extended Cab	6 1/2					8300 10,300	3.73 4.10

1 Maximum trailer weight ratings are calculated assuming a standard equipped base vehicle plus driver. The weight of optional equipment, passengers, cargo and required trailering equipment also will reduce the maximum trailer weight your truck can tow. 2 Silverado/Sierra 1500 models require Z85 Increased Capacity or ZX3 Manual Select Damping or Z71 Off-Road Suspension Package.

NOTES: Trailer kingpin weight should be 15 to 25 percent of total loaded trailer weight (up to 1,500 lbs. on 1500 models and up to 2,500 lbs. on 2500 models). • Addition of trailer kingpin weight cannot cause vehicle weights to exceed the Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). These ratings can be found on the certification label located on the driver door or door frame. • Fifth-wheel hitch is available as a dealer-installed accessory.

SPECIAL APPLICATIONS

C/K New Pickup Trailering (Silverado/Sierra 2500HD/3500 Fifth-Wheel)

The vehicle owner is responsible for obtaining appropriate equipment required to safely fifth-wheel tow both the trailer and the load that will be towed.

ENGINE TRANSMISSION			VORTEC 6000 V8 AUTOMATIC AND MANUAL		VORTEC 8100 V8 AUTOMATIC AND MANUAL		DURAMAX DIESEL 6600 V8 AUTOMATIC AND MANUAL	
MODEL		BOX LENGTH (ft.)	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO
2500HD 2WD/4x4	Regular Cab	8	10,500/10,300	4.10	13,900/13,700 15,900/15,700	3.73[2] 4.10	15,800/15,500	3.73
	Extended Cab	6 1/2	10,400/10,200	4.10	13,800/13,500 15,800/15,500	3.73[2] 4.10	15,700/15,300	3.73
		8	10,200/9900	4.10	13,600/13,300 15,600/15,300	3.73[2] 4.10	15,400/15,100	3.73
	Crew Cab	6 1/2	10,200/9900	4.10	13,500/13,100 15,500/15,100	3.73[2] 4.10	15,400/15,100	3.73
		8	10,000/9700	4.10	13,400/13,100 15,400/15,100	3.73[2] 4.10	15,200/14,900	3.73
3500 2WD/4x4	Regular Cab	8	10,100/9800	4.10	15,700/15,500	4.10	15,600/15,300	3.73
	Extended Cab	8	9800/9400	4.10	15,400/15,100	4.10	15,200/14,900	3.73
	Crew Cab	8	9500/9200	4.10	15,200/14,900	4.10	15,000/14,700	3.73

1 Maximum trailer weight ratings are calculated assuming a standard equipped base vehicle plus driver. The weight of optional equipment, passengers, cargo and required trailering equipment also will reduce the maximum trailer weight your truck can tow. 2 Requires automatic transmission.

NOTES: Trailer kingpin weight should be 15 to 25 percent of total loaded trailer weight (up to 2,500 lbs. on 2500HD models and up to 3,500 lbs. on 3500 models). • Addition of trailer kingpin weight cannot cause vehicle weights to exceed the Rear Gross Axle Weight Rating (RGAWR) or Gross Vehicle Weight Rating (GVWR). These ratings can be found on the certification label located on the driver door or door frame. • Fifth-wheel hitch is available as a dealer-installed accessory.

C/K New Utilities Trailering (Tahoe/Yukon)

Weight-carrying hitch limit: 5,000-lb. trailer with 600-lb. tongue weight. Weight-distributing hitch and sway control required over 5,000-lb. trailer weight. The vehicle owner is responsible for obtaining the hitch ball, a hitch of the proper size, type and capacity, and other appropriate equipment required to safely tow both the trailer and the load that will be towed.

ENGINE TRANSMISSION	VORTEC 4800 4.8L V8 AUTOMATIC		VORTEC 5300 5.3L V8 AUTOMATIC	
MODEL	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO
1500 2WD	5900 6900	3.42 3.73	6900 7900	3.42 3.73
1500 4x4	6700 7700	3.73 4.10	7700 8700	3.73 4.10

1 Maximum trailer weight ratings are calculated assuming a standard equipped base vehicle plus driver. The weight of optional equipment, passengers, cargo and required trailering equipment also will reduce the maximum trailer weight your truck can tow.

C/K New Utilities Trailering (Suburban/Yukon XL)

Weight-carrying hitch limit: 5,000-lb. trailer with 600-lb. tongue weight. Weight-distributing hitch and sway control required over 5,000-lb. trailer weight. The vehicle owner is responsible for obtaining the hitch ball, a hitch of the proper size, type and capacity, and other appropriate equipment required to safely tow both the trailer and the load that will be towed.

ENGINE TRANSMISSION	VORTEC 5300 5.3L V8 AUTOMATIC		VORTEC 6000 6.0L V8 AUTOMATIC		VORTEC 8100 8.1L V8 AUTOMATIC	
MODEL	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO	MAX. TRAILER WEIGHT[1] (lbs.)	REQUIRED AXLE RATIO
1500 2WD	7800 8800	3.73 4.10				
1500 4x4	7600 8600	3.73 4.10				
2500 2WD			8300 10,300	3.73 4.10	10,900 12,000	3.73 4.10
2500 4x4			8000 10,000	3.73 4.10	10,500 12,000	3.73 4.10

1 Maximum trailer weight ratings are calculated assuming a standard equipped base vehicle plus driver. The weight of optional equipment, passengers, cargo and required trailering equipment also will reduce the maximum trailer weight your truck can tow.

C/K New Utilities Trailering (Yukon Denali)

Weight-carrying hitch limit: 5,000-lb. trailer with 600-lb. tongue weight. Weight-distributing hitch and sway control required over 5,000-lb. trailer weight. The vehicle owner is responsible for obtaining the hitch ball, a hitch of the proper size, type and capacity, and other appropriate equipment required to safely tow both the trailer and the load that will be towed.

ENGINE	**VORTEC 6000 6.0L V8**	
TRANSMISSION	**AUTOMATIC**	
MODEL	**MAX. TRAILER WEIGHT[1] (lbs.)**	**REQUIRED AXLE RATIO**
1500 AWD	8500	3.73

1 Maximum trailer weight ratings are calculated assuming a standard equipped base vehicle plus driver. The weight of optional equipment, passengers, cargo and required trailering equipment also will reduce the maximum trailer weight your truck can tow.

C/K New Utilities Trailering (Yukon XL Denali)

Weight-carrying hitch limit: 5,000-lb. trailer with 600-lb. tongue weight. Weight-distributing hitch and sway control required over 5,000-lb. trailer weight. The vehicle owner is responsible for obtaining the hitch ball, a hitch of the proper size, type and capacity, and other appropriate equipment required to safely tow both the trailer and the load that will be towed.

ENGINE	**VORTEC 6000 6.0L V8**	
TRANSMISSION	**AUTOMATIC**	
MODEL	**MAX. TRAILER WEIGHT[1] (lbs.)**	**REQUIRED AXLE RATIO**
1500 AWD	8400	3.73

1 Maximum trailer weight ratings are calculated assuming a standard equipped base vehicle plus driver. The weight of optional equipment, passengers, cargo and required trailering equipment also will reduce the maximum trailer weight your truck can tow.

TRAILERING ELECTRICAL INFORMATION

Trailer Harness Release		
Model	**Standard**	**Optional**
S/T Pickup	N/A	N/A
S/T Utility	6-Wire	8-Wire (UY7, part of Z82)
M/L Van	6-Wire	8-Wire (UY7, part of Z82)
C/K Truck (Current)	8-Wire	N/A
G Van	N/A	8-Wire (UY7, part of Z82)

Trailer Harness Wire Colors	
Wire Color	**Wire Usage**
Blue	Electric trailer brakes or auxiliary wiring
Red/Orange	Battery charging
Light Green	Backup lamps
Brown	Tail lamps and running lamps
Yellow	Left, stop and turn signal
Dark Green	Right, stop and turn signal
Thick White	Ground
Thin White	Independent stop lamp (CHMSL)

Vehicle to Trailer Electrical System Setup					
Model	**Junction Block Location (Battery Feed)**	**Brake Pedal Switch Splice Location**	**Interior Ground Location**	**Forward Trailer Harness Location**	**Rear Trailer Harness Location**
C/K Truck (Current)	Underhood electrical center stud, left rear corner behind washer bottle.	Under dash at brake pedal switch (white wire).	No interior ground. Use engine block or negative battery terminal.	Engine compartment, near brake booster. Orange & blue wires strapped together.	Pickups: in front of license plate area of rear bumper (except battery charge, trailer brake and independent stop wires taped back at left frame rail). Utilities: inside left lower quarter panel. Cut straps and route harness over frame rail.
G Van	Underhood electrical center stud, left rear corner behind washer bottle.	Under dash at brake pedal switch (white wire).	No interior ground. Use engine block or negative battery terminal.	Engine compartment, near brake booster. Red & blue wires strapped together.	Inside vehicle, right rear corner, in jack compartment (above jack).
M/L Van	Front of dash, left side under steering column (covered).	Under dash at brake pedal switch (white wire).	Under left side trim panel. Use self-tapping screw & ring terminal to plenum side panel.	Passenger compartment, under dash. Orange & blue wires strapped together.	Inside vehicle, right rear corner, in jack compartment (behind jack).
S/T Truck	Underhood electrical center stud near left front fender (covered).	Under dash at brake pedal switch (white wire).	No interior ground. Use engine block or negative battery terminal.	Engine compartment, near underhood electrical center. Red & blue wires strapped together. N/A for pickups.	Inside left frame rail.

General Information

To provide battery charging to the trailer, place ring terminal on red (or orange) wire over one of the junction block studs. When installing an electrical connector to the vehicle's trailer wiring harness, follow the color codes shown in the chart above.